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## Review and Revision, Comprehensive City Plan, Delray, Beach Florida

George W. Simons Jr.

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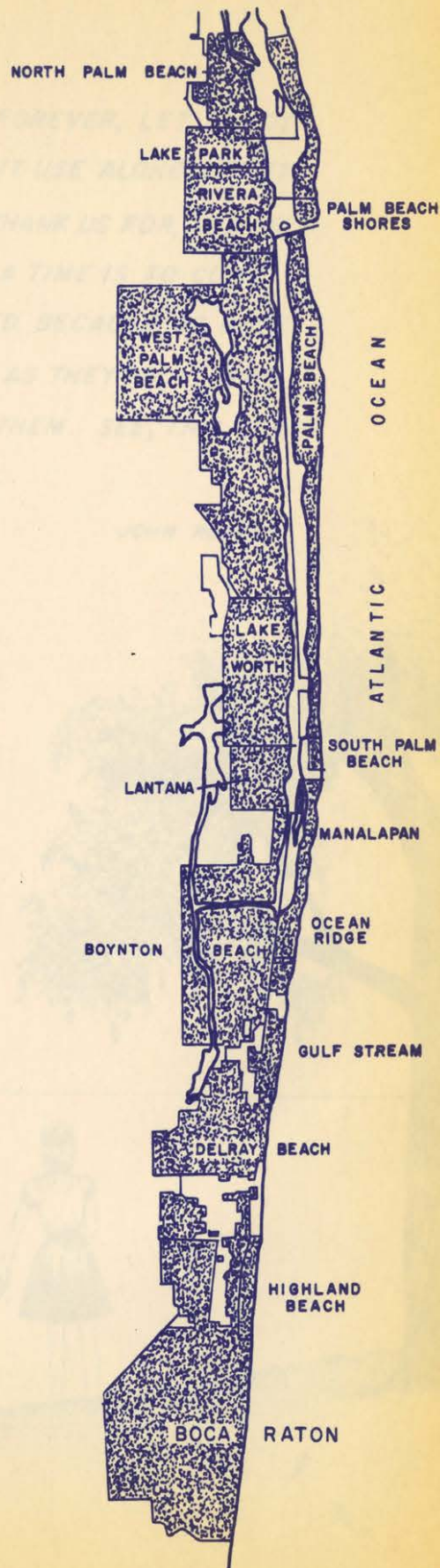
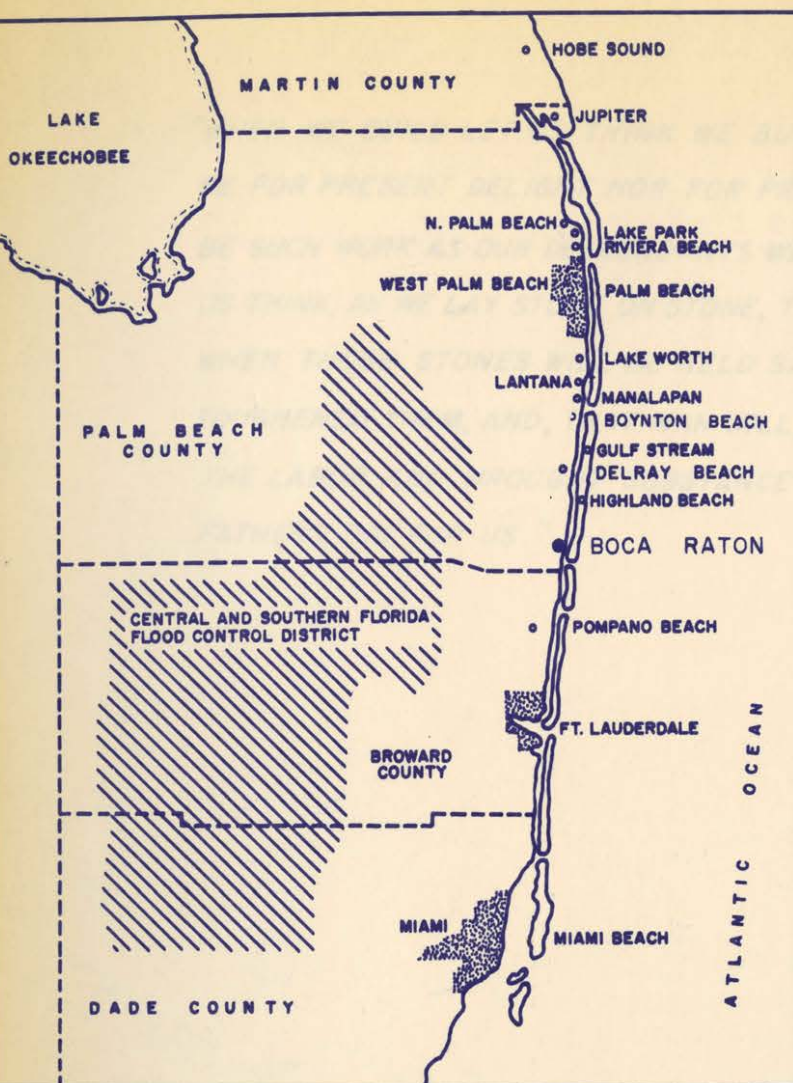
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**REVIEW AND REVISION  
COMPREHENSIVE  
CITY PLAN  
DELRAY BEACH, FLORIDA  
(AS OF MARCH, 1966)**

**Prepared by  
George W. Simons, Jr.  
Planning Consultant  
Jacksonville, Florida**





*"WHEN WE BUILD LET US THINK WE BUILD FOREVER, LET IT NOT  
BE FOR PRESENT DELIGHT NOR FOR PRESENT USE ALONE. LET IT  
BE SUCH WORK AS OUR DESCENDANTS WILL THANK US FOR, AND LET  
US THINK, AS WE LAY STONE ON STONE, THAT A TIME IS TO COME  
WHEN THESE STONES WILL BE HELD SACRED BECAUSE WE HAVE  
TOUGHENED THEM, AND, THAT MAN WILL SAY AS THEY LOOK UPON  
THE LABOR AND WROUGHT SUBSTANCE OF THEM: SEE, THIS OUR  
FATHERS DID FOR US."*

JOHN RUSKIN





COMPREHENSIVE  
CITYPLAN  
DELRAY BEACH, FLORIDA

(Revised as of March, 1966)

1966

Prepared by  
George W. Simons, Jr.  
Planning Consultant  
Jacksonville, Florida

CITY OF DELRAY BEACH, FLORIDA

CITY COUNCIL

Al C. Avery, Mayor  
LeRoy Croft                      Jack L. Saunders  
James H. Journey                George Talbot, Jr.

David M. Gatchel, City Manager  
Robert D. Worthing, City Clerk

CITY PLANNING BOARD

Kenneth Jacobson  
L. Stuart Lankton              James Scheifley  
John Davis                      Lonnie Cook, Jr.  
Andrew Gent                    Thomas Woolbright, Jr.



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## PREFACE

Since the planning studies of 1959 and 1960, presented in the comprehensive reports of 1961, Delray Beach has experienced a substantial population growth and considerable physical improvement. There have, however, been no spectacular changes or developments in the land use or economy pattern. The principal contribution to the physical scene has been the reconstruction and landscaping of Atlantic Avenue westward, which will greatly improve and enhance the attractiveness of the western entrance to the City from Sunshine Parkway, Military Trail and later, from Interstate 95. Since the 1959-60 studies, progress has also been made in the installation of sanitary sewerage, in providing additional recreation facilities and an additional school. Industrially, there has been a minimum of development due possibly to the fact that no intensive and aggressive community effort has ever been made to attract industry. The favorable and commanding location of Delray Beach as a distinctive residential community has always commanded first consideration.

In contemplating an updating of the Comprehensive Plan of Delray Beach, one must be conscious of changes that have been in progress regionally, and the forces operative to bring about a homogeneity in the political, physical, cultural and social patterns. The region is fast becoming a megalopolis of which Delray Beach is an important central component. Although the various political units operate independently of each other, there prevails a unity of cultural, social and economic interests that bind them together. The economy of the region is the sum of the economies of the various entities comprising it. Whereas the



economy of the region is considerably diversified between manufacturing, agricultural, finance, commerce and tourism, that of Delray Beach is comparatively limited, but notwithstanding, whatever happens in the region will be felt in some way in Delray Beach.

It is estimated that the Florida East Coast Region from Jacksonville south will attain a population approximating 4,000,000 by 1970.\* In the course of this population increase and the physical development accompanying it, Delray Beach will benefit; its population growth should continue unabated. Among the important trends of recent years is the expansion of development into the area westward to and beyond Military Trail. This area, still largely undeveloped, has a great potential because only in that direction can the City expand.

To direct and control the quality of growth, the area westerly of the present corporate limits should be annexed to the city, including both sides of Military Trail and for at least 1000 feet westerly thereof. Currently, the probabilities of area development reside with the County Commissioners. Although the City has annexed some small land parcels in the past few years, there still remain many small pockets adjacent to the City, under County control, that should be annexed without delay. This is particularly true in the neighborhood near Lake Ida and in the southerly portion of the City as illustrated in Figure 4, page 35, Volume 2 of the 1961 Report. The desirability of making a major annexation has been the subject of prolonged discussion; time for crystallizing action is now here.

\*Arthur W. Little, Inc.

## POPULATION: GROWTH, DISTRIBUTION AND CHARACTERISTICS

Through the courtesy of the Palm Beach County Planning and Zoning Department, population and other kindred data were made available-material collected during 1965. Figure 1 shows the Delray Beach area divided into a number of rectangular areas, designated as Traffic Zones. Population, housing and other data were determined for each area. In Figure 1, for each area are shown population, number of dwelling units and population 65 years of age and older. Because the rectangular areas do not follow the city limit line, it is possible to get only an approximate population of the City but this is virtually correct. To the best of our calculations, the population of Delray Beach as of 1965 can be estimated at 19,000. In the fringe areas to the west, south and north, it is possible to add another 1,000 persons.

The population growth of Delray Beach as reflected in Figure 2, has continued unabated since the studies of 1959-60. The 1965 population as stated above approximates 19,273 persons, an increase of 7,043 or about 57 percent since the federal census of 1960. As of 1960, the population was divided 5,803 males and 6,427 females; there were then 5,363 non-whites in the population or about 44 percent. In 1965, there were 7,025 non-whites or about 37 percent of the population.

Figure 1 also shows the distribution of population throughout the area. Figure 2 shows that the rate of growth of Delray Beach has adhered closely to the growth projections included in the 1961 report.

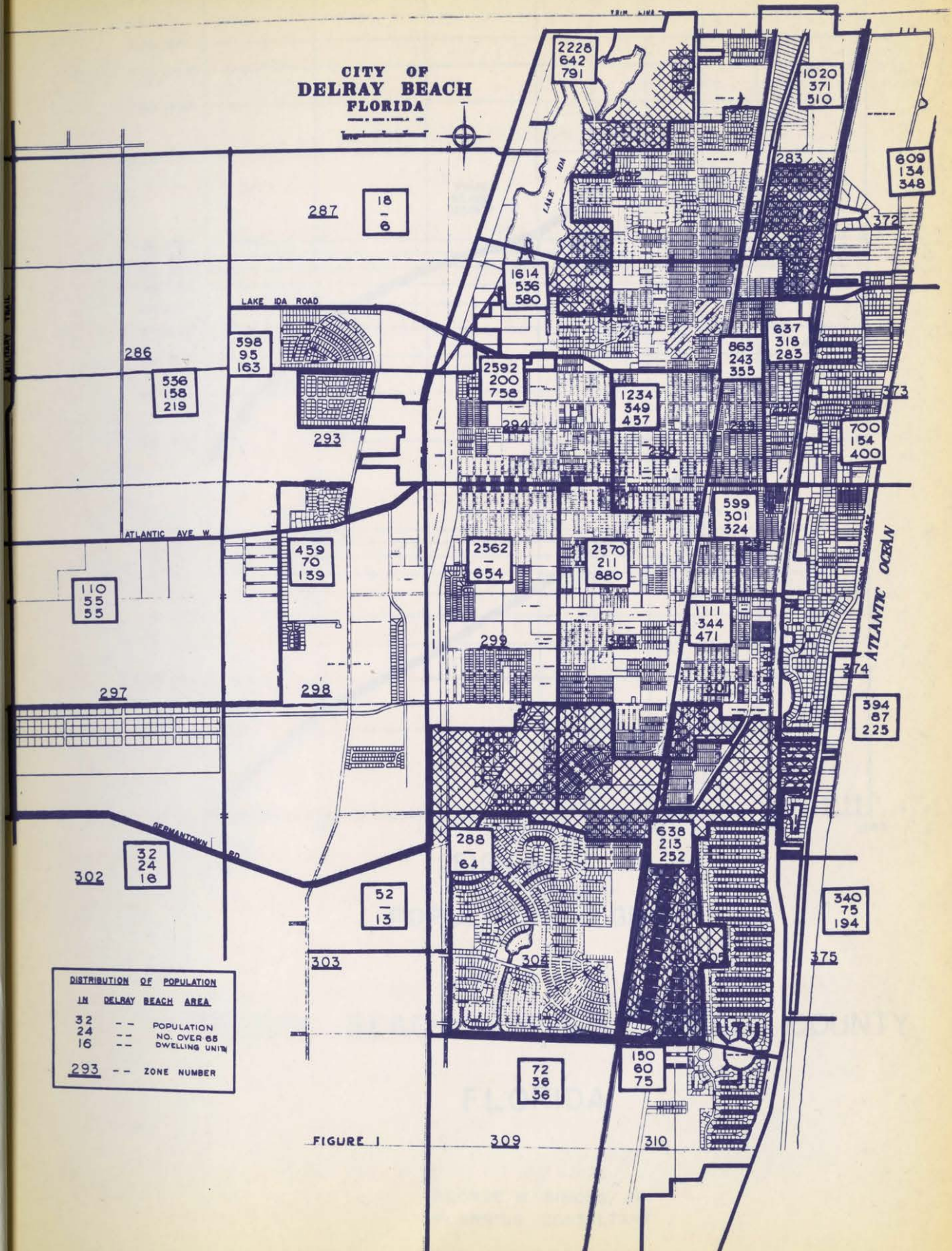
### Age Grouping

Table 1 indicates that the most important change in ages of the population since 1960 appears in the age group of 65 years and over.



# CITY OF DELRAY BEACH FLORIDA

OFFICE OF THE CITY ENGINEER



## DISTRIBUTION OF POPULATION IN DELRAY BEACH AREA

32 -- POPULATION  
24 -- NO. OVER 65  
16 -- DWELLING UNIT

293 -- ZONE NUMBER

FIGURE 1



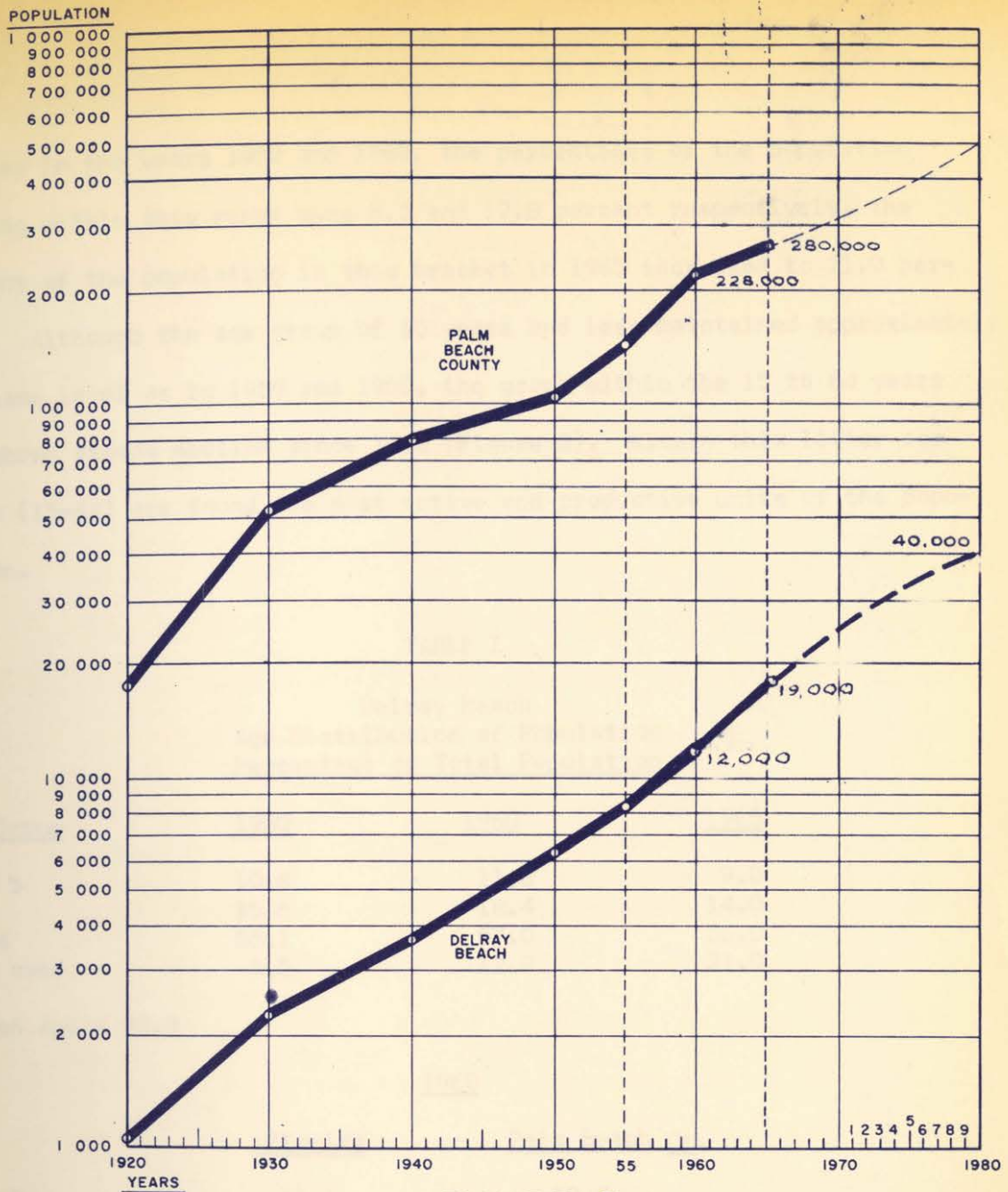


FIGURE 2

POPULATION GROWTH

DELRAY BEACH - PALM BEACH COUNTY

FLORIDA

GEORGE W. SIMONS, JR.  
PLANNING CONSULTANT



Whereas in the years 1950 and 1960, the percentages of the population falling within this range were 8.5 and 12.8 percent respectively, the percent of the population in this bracket in 1965 increased to 21.0 percent. Although the age group of 15 years and less maintained approximately the same level as in 1950 and 1960, the group within the 15 to 64 years has shown steady decline since 1950 (Figure 3). Within this latter age group (15-64) are found the most active and productive units of the population.

TABLE I

Delray Beach  
Age Distribution of Population  
Percentage of Total Population

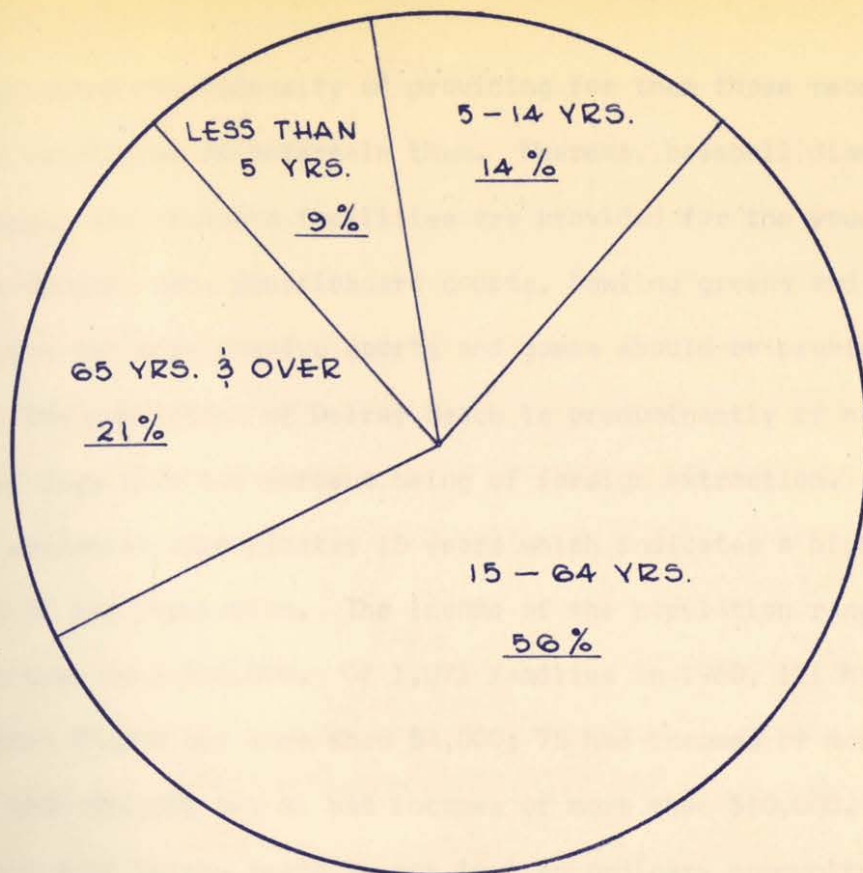
<u>Age Group</u>	<u>1950</u>	<u>1960</u>	<u>1965</u>
Less 5	10.8	11.8	9.0
5-14	15.6	18.4	14.0
15-64	65.1	57.0	56.0
65 & over	8.5	12.8	21.0

Median Age - 32.9

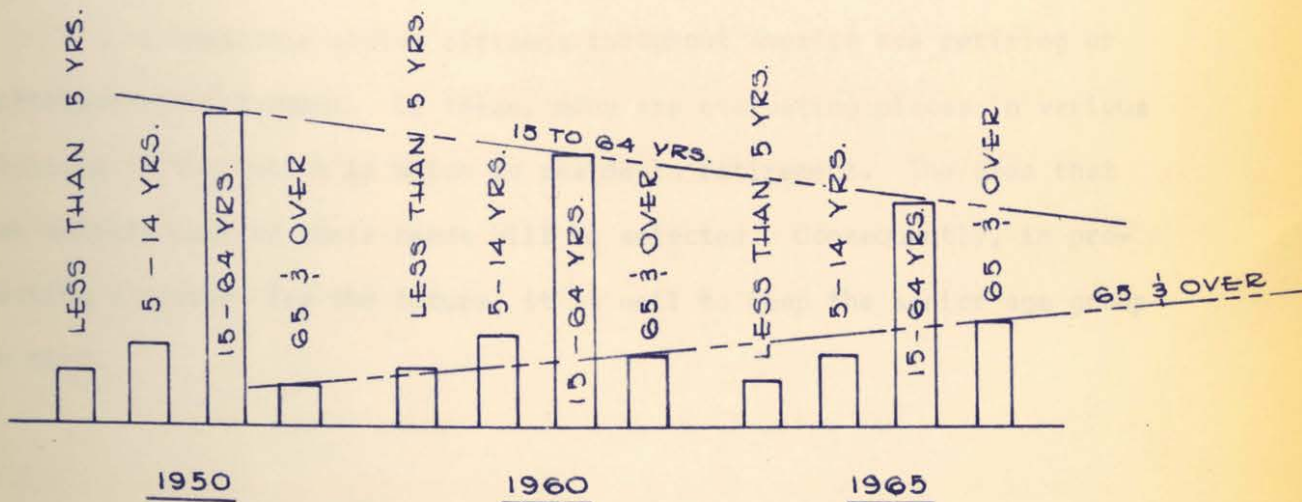
1960

	<u>Florida</u>	<u>Palm Beach Co.</u>
Less 5	11.1	10.3
5-14	18.6	17.5
15-64	59.1	59.5
65 & over	11.2	12.7

The increasing numbers of persons of 65 years and over doubtless reflect the effect of retirement. More and more people who are beneficiaries of social security and retirement pensions are seeking new homes in areas of good healthful environment, superior cultural and social advantages. The steady influx of these senior citizens into the Delray



1965 DISTRIBUTION OF AGE GROUPS  
IN POPULATION, EXPRESSED  
IN PERCENTAGES



DELRAY BEACH, FLORIDA  
POPULATION AGE GROUPING  
1965

Beach area shows the necessity of providing for them those recreational and other facilities to entertain them. Whereas, baseball diamonds, tennis courts and athletic facilities are provided for the younger, more agile age groups, more shuffleboard courts, bowling greens and recreation shelters for the more passive sports and games should be provided for these.

The population of Delray Beach is predominantly of native American stock, less than ten percent being of foreign extraction. The median years of education approximates 15 years which indicates a high degree of intellect in the population. The income of the population ranges from \$3,500 to more than \$10,000. Of 1,072 families in 1960, 121 had incomes of less than \$7,000 but more than \$4,000; 75 had incomes of more than \$7,000 but less than \$10,000 but 41 had incomes of more than \$10,000. These data reveal that Delray Beach is not just an ordinary community. It is a community of educated, cultured and refined people who enjoy better than average living.

Innumerable senior citizens throughout America are retiring or anticipating retirement. Of these, many are evaluating places in various sections of the nation in which to reside in retirement. The area that can satisfy most of their needs will be selected. Consequently, in projecting a pattern for the future, it is well to keep the senior age group in mind.

## ECONOMY

The economy of the Delray Beach area has changed and improved considerably since its early pioneering days. Whereas, Agriculture and Tourism were formerly the principal sources of income, today the economy of the area is blended into the economy of the wider metropolitan region. Currently, the economy of the city is diversified with servicing activities in their various forms, in the ascendancy. Agriculture, augmented by cattle raising, dairying, truck raising and flower culture still contribute very substantially to the economy of the region and to Delray Beach particularly. Tourism and retirement are also formidable factors of increasing importance in the economy.

Delray Beach has never experienced any marked industrial expansion as observed in Broward and Dade County to the south, and in Palm Beach County to the north. But notwithstanding, the industrial developments in the broader region has been felt and is being felt in Delray Beach. The citizens of Delray Beach generally have never been too enthusiastic about industrial development. But, with some lively, intensive promotion by local interests, some selective industries could be channeled into the Delray Beach area. Industries that could advantageously be brought into the area relate to plastics, electronics, precision instruments, aircraft parts, garments, etc.



TABLE II (U.S. Census Reports)  
Distribution of Employment in Palm Beach County  
Delray Beach, Florida 1950 and 1960

	<u>Delray Beach</u>		<u>Palm Beach Co.</u>		
	<u>1950</u>	<u>1960</u>	<u>1950</u>	<u>1960</u>	<u>1965(Dec)</u>
Agriculture	553	645	11,487	13,043	17,300
Construction	306	422	4,676	7,949	8,600
Manufacturing	81	234	2,046	6,267	15,200
Transportation, Comm. and Pub. Utilities	155	198	2,601	4,194	3,700
Trade (Retail & Wholesale)	499	861	11,638	18,992	18,900
Finance, Insurance, R. E.	151	340	1,856	4,599	4,700
Personal Services					
Business Professional and other services	916	1,424	11,531	17,042	12,700
Government	58	126	1,588	3,411	----

Table II shows how employment is distributed in Delray Beach and Palm Beach County. The prominence of Agriculture in the County is readily noted; also that a substantial portion of the labor roll of Delray Beach is allocated to Agriculture; for the greater part these are supervisors or owners who reside within the City. The City, however, is an important central servicing and distribution point for Agricultural equipment, machinery and supplies. Construction is a fluid item with variations dictated by the prevalence of building activities. For a number of years, construction has been a main factor contributing to the economy of the area. Although manufacturing has been in the ascendancy in the northern western portions of Palm Beach County, it has not been a primary facet in the Delray Beach economy. Retail and Wholesale Trade have increased with the population; more people, more stores and other outlets. Servicing, however, has become a vital contribution to the economic picture. In 1965, the labor roll of Delray Beach approximated 5600 persons.

According to Sales Management, the retail sales in Delray Beach

increased from 30.2 millions of dollars in 1960 to 43.3 millions of dollars in May, 1964; an increase of 43 percent.

Being an integral part of the regional pattern, there are many persons residing in Delray Beach who derive their incomes elsewhere in the region, yet pay taxes and spend much of their income in Delray Beach. Conversely, there are many persons residing and working in Delray Beach who spend much of their income in places outside Delray Beach--Miami, Fort Lauderdale and West Palm Beach. In this area, retail outlets of magnitude diversity and variety are plentiful, all of which reacts unfavorably to a great expansion of retail activity in Delray Beach.

### LAND USES

In community growth and development, land is utilized for various purposes - residential, commercial, public and semi-public, industry and streets. The predominant uses are residential. The physical growth of Delray Beach since 1959, can be traced through the numbers of permits issued by the Building Department, as shown in Table III.

TABLE III

Number Building Permits Issued for Various Uses, 1960-65, included.

	<u>1960</u>	<u>1961</u>	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>Total</u>
Single Family Dwellings	108	265	126	132	86	80	797
Duplex Dwellings	30	7	3	9	9	17	75
Number units	60	14	6	18	18	34	150
Apartments	10	8	8	13	10	5	55
Number units	62	46	60	133	133	48	482
Commercial	10	14	7	17	7	5	60
Industrial	1	2	3	0	0	0	5
Service Stations		2	3	3C	2	4	14
Churches, Schools	3	1s	2C2S	3H	4C	1	16
Other	3	5	6	1	2	6	23

This tabulation emphasizes the predominance of the single family dwelling. Since 1963, however, the large apartment structure with increased number of dwelling units has appeared. The cooperative apartment and condominium are becoming increasingly popular. In the six year period shown herein, 797 single family dwelling units were constructed and 632 units in duplexes and apartments.

### Consumption of Land

Through the courtesy of the Palm Beach Planning and Zoning Department, Land Use data of the Delray Beach area were supplied. Although the territorial limits of the county survey exceeded those of the corporate area used in 1959-60 study, the data is readily comparable. The

amount of land absorbed by the various uses in an area comprising some 7600 acres is shown in Table IV.

TABLE IV

Land Uses in Delray Beach-1965

	<u>ACRES</u>	<u>PERCENTAGE OF DEVELOPED AREA</u>
Single Family Use	900.80	
Duplex Family	104.30	
Multi-family	44.90	
Res. uses on beach	173.80	
Residential	<u>1223.80</u>	41.0
Commercial	162.10	5.4
Public & Semi-public	430.70	14.5
Parking & other uses	121.30	4.0
Industrial	28.50	1.0
Streets	1020.90	34.1
Developed	2987.3	100.0

TABLE V

Land Uses in Acres per 100 Persons, Delray Beach

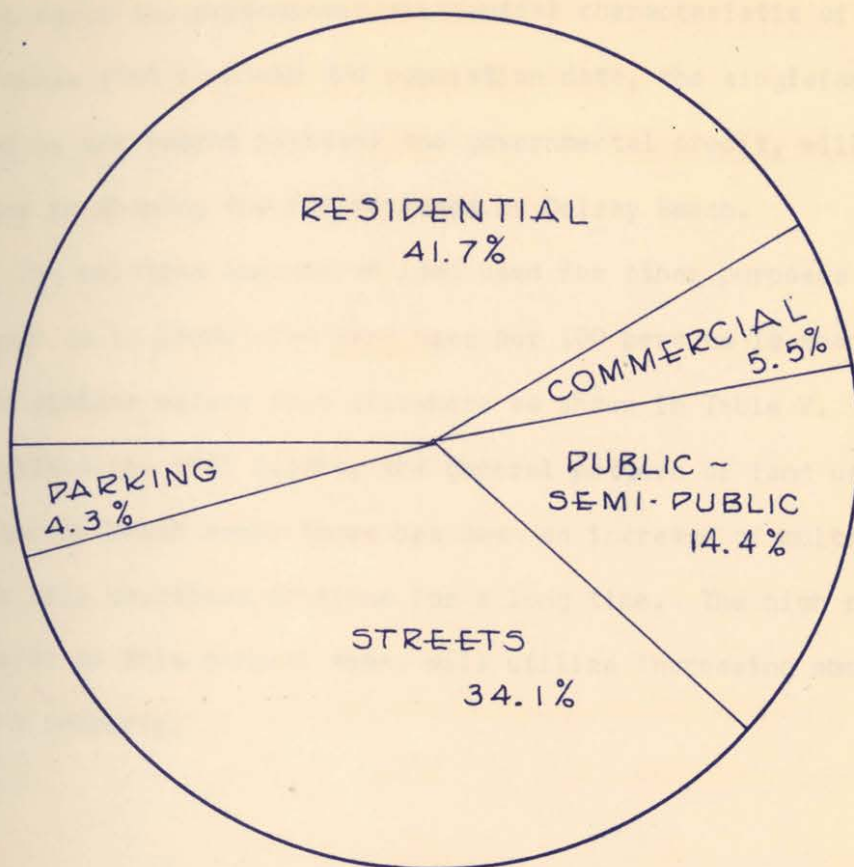
	<u>1965</u>	<u>1960</u>	<u>Cocoa Beach(61)</u>	<u>Deland</u>
Residential	6.4	7.1	6.3	6.44
Commercial	0.84	0.62	0.6	0.68
Public & Semi-public	2.3	2.58	1.4	2.27
Industrial	0.15	0.10	0.1	0.17
Streets	5.4	4.8	5.2	--
Parking & Other Uses	0.7	---		
Developed Acres	15.6			

TABLE VI

Land Use Requirements for Varying Populations(in acres)

	<u>Population</u>	
<u>Classification</u>	<u>30,000</u>	<u>40,000</u>
Residential	1920	2720
Commercial	250	360
Public & Semi-public	650	860
Developed Acres	4700	6200
Streets	1600	2200





## LAND USES

### DEVELOPED AREAS

DELRAY BEACH, FLORIDA

1965

Figure 4

Of the 1223 acres of developed land in the Delray Beach area, 900.80 acres or 74 percent, is occupied by single family dwellings which emphasizes again the predominant residential characteristic of the City. Based on these 1965 land use and population data, the singlefamily dwelling influenced by retirement policies and governmental credit, will be an important factor in shaping the future image of Delray Beach.

The relative amounts of land used for other purposes follows the same pattern as in 1960. The land uses per 100 persons is readily comparable to similar values from elsewhere as shown in Table V.

Since the 1961 report, the general pattern of land uses has changed little. In the beach area, there has been an increase of multiple family uses which will doubtless continue for a long time. The high rise apartment, popular in this general area, will utilize increasing amounts of water front property.

## LAND USE PLAN

The Land Use Plan is the floor plan for the City's basic land uses. It estimates and diagrams in a general way the amount and location of future land needs; it is a guide for the future physical growth of the City and its surrounding areas. The Land Use Plan reflects the amount and location of land to be set aside for residential development, for businesses of various types and industry, also the amounts to be allocated to the various public uses such as parks, recreation areas, school sites and other public purposes.

The population growth of the past, its trend into the future, the distribution of the various land uses along with the nature of the area's economy, are basic to the projection of the Land Use Plan. In its development the broad functional categories of land use are employed: Residential, Industrial, Commercial and Public.

The population data together with the amounts of land now absorbed by the different uses enable one to reasonably project the use pattern of the future for varying populations. In our analysis, the uses for populations of 30,000 and 40,000 persons were used.

In preparing the Land Use Plan the following assumptions were made:

1. The population growth will continue at approximately the same rate as in the past decade.
2. There will be a trend toward more open spaces as a result of improved subdivision design and a desire for more parks, recreation areas and other open spaces.
3. The land uses in the various categories will increase proportionally to population growth and demand.

4. The economy of the area will continue virtually as it now is.

Obviously, in a dynamic area, a general plan anticipating development must not be too tight or rigid; flexibility must be considered and the proposals must lie within the realm of reason. One of the major objectives of such a plan is to provide adequately for living, recreation and the economic functions of the area.

The land use pattern of the urbanized area of Delray Beach is noteworthy because of the large amount of land not yet included within the corporate area, but which should be a part thereof. This situation was discussed in the 1961 report with specific recommendations that these enclaves be annexed. The Land Use Plan, however, must contemplate the inclusion of these areas into the City. Some segments have been annexed since the earlier report, but the major portions have not.

The Land Use Plan included in the 1961 report as Figure 4, Volume 1, is still valid. The area west of the Seaboard Railroad, referred to as the Western Expansion contains some 5,000 acres of land including Traffic Zones 286-287 on the north and zones 302-303 on the south (Figure 1).

Reference to Table VI shows how the required uses are distributed for population of 30,000 and 40,000 persons, which can be accommodated in the current urbanized area plus the westward extension. The developed land within the urban area currently approximates 3,000 acres. Within this area there are some 4,000 acres of vacant land including those portions not yet annexed. In the aggregate between Military Trail and the ocean and between the north and south limits there are some 12,000 acres of land with about 9,000 acres available for future development.



### WESTWARD EXPANSION

As regional growth continues and intensifies, the land use pattern will change. The older central area between 7th Avenue and the F.E.C. and south of 8th Street to 10th Street on the south and that west of the F.E.C. to Swinton, will tend toward commercial uses. Many of the older residences in these areas will be replaced by commercial or multiple family uses. With the increased commercialization of the central portion, residents will build elsewhere, either on the beach, in the southerly portion of the city or move into the larger undeveloped western area.

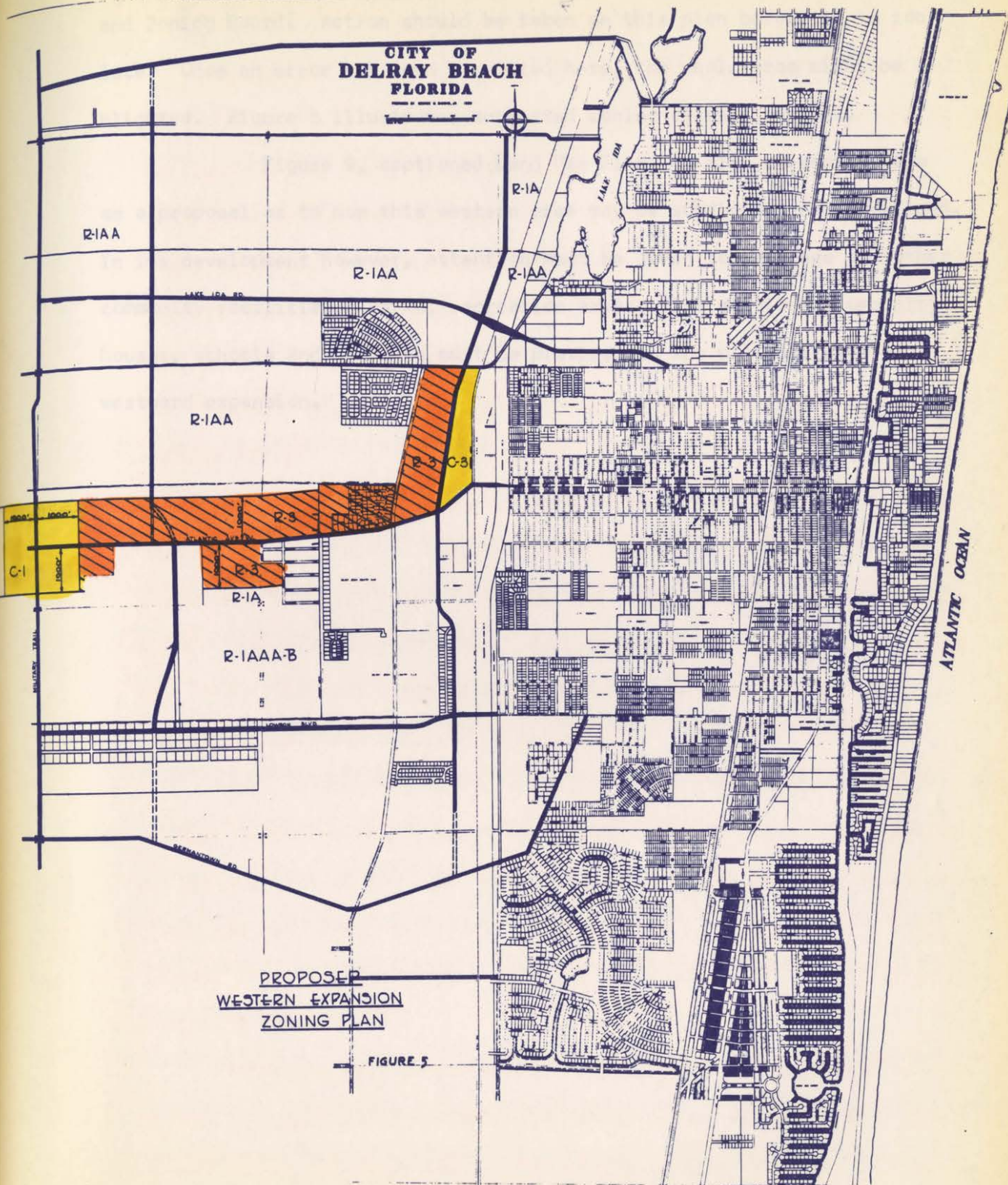
The large vacant area west of the Seaboard Railroad has great possibilities for a varied type of development but even here the single family use will likely predominate. The golf courses south of Atlantic Avenue have already established preferential recreation facilities in the area. The area north of Germantown Road to Lowson Boulevard has launched a creditable type of development.

Church denominations have already acquired properties in the western sector, near Military Trail preparatory to future development. In the vicinity of the golf courses and also of the Lake Ida Road, subdivisions are being developed. Needless to say, developments already started in this westward area will set the pattern for the development that will follow.

Protecting this unincorporated area through the mechanics of zoning and subdivision control will assure a type of growth that will be creditable and distinctive. Previously, a plan of zoning for the westward area was suggested to, considered and approved by the Planning

CITY OF  
DELRAY BEACH  
FLORIDA

PREPARED BY JAMES H. BROWN, JR., 1962



PROPOSED  
WESTERN EXPANSION  
ZONING PLAN

FIGURE 5

and Zoning Board. Action should be taken on this plan before it is too late. Once an error has been committed here, the whole area might be blighted. Figure 5 illustrates suggested zoning classifications.

Figure 9, captioned Land Use Plan, is also presented here as a proposal as to how this western area may be subdivided and developed. In its development however, attention must be given to sewerage and other community facilities. Parks, recreation areas, fire stations, community houses, schools and churches must be provided in any ultimate plan of westward expansion.



## COMMUNITY FACILITIES

To make the city a useful, attractive and liveable place, certain facilities must be provided, commonly captioned Community Facilities. These include various capital improvements and services such as public utilities (water, sewerage, drainage, incinerators), public buildings, parks, recreation areas, auditoriums, schools, fire stations, hospitals and museums. It might also consider private facilities of a community service nature, such as churches, cemeteries, golf courses, etc.

Since the reports of 1961, the City has made admirable progress in providing and extending its community facilities, not only for the home folks, but for the visitors. The City Hall complex with Recreation Building was completed in 1961. Also since 1961, Knowles Park has been developed at 6th Avenue and S. E. 10th Street containing a picnic area, boat ramp and dock. A Recreation Center has been established at the Katherine Strong Park at S. W. 15th Avenue and 6th Street, equipped with playground equipment. A new building has been built at the city tennis courts and two practice baseball diamonds are being constructed. Augmenting the shuffleboard and playground facilities at the City Park, bowling greens have been installed as well as a river boat dock.

In a community where the older age groups are such an important contribution to the population, a centralized Senior Citizens Shelter or Recreation Center should be constructed in the City Park. This facility would be comparable to similar facilities at Lake Worth, Orlando and elsewhere. The structure should be designed to include a small auditorium with stage, kitchen facilities and meeting rooms. In such a building card and dominoe playing could be enjoyed. Public meetings could be held, even amateur plays and dancing. On the ground surrounding,



shuffleboard, lawn bowling, croquet and other games could be played on a sheltered patio. Such a facility has a definite place in the future of Delray.

The City Hall with its Recreation facility as the governmental center of Delray Beach deserves an approach commensurate with its importance. The land between the City Hall and Swinton Avenue should be acquired and be developed into a beautiful landscaped park. Currently, the City Hall complex has no real setting. A landscaped park would give it the setting it deserves. Today one has to virtually be on top of the City Hall before one can see it.

As lands west of the Seaboard Railroad are subdivided and developed facilities of various kinds must be provided. Park and recreation spaces, school sites, one or more fire stations, neighborhood community centers, water supply, sewerage and drainage facilities must be provided. Subdivision developers should be required to allocate sites for playgrounds, parks and other facilities or share with other developers to provide such facilities. Under the Subdivision Regulations, Zoning Requirements and Sign ordinance the character of the area can be guided into proper channels.

In determining sites for parks, recreation facilities and school, the standards of the National Recreation Association and the standard followed by the State Education Department should prevail. The Board of Public Instruction at West Palm Beach is the body that acquires school sites which in many cases, are selected as a result of surveys and projections made by the State Board. Because of their independent position and attitude, it is incumbent on the city to maintain liaison with the Board

of Public Instruction at all times in order to coordinate the objectives of the City with ideas of the Board. Since the 1961 report, one new school is being built north of S. W. 10th Street between 4th and 5th Avenue.

A Neighborhood Playground for the use of ages 5 to 16 should have of an area of not less than five acres with a small portion devoted to lower age groups. Playgrounds should be spaced one mile to one mile and a quarter apart.

A Neighborhood Playfield providing recreation facilities for ages 15 and older are of a more diversified character. They should include baseball diamond, track and be located at least 2 miles apart and should have an area of 10 - 30 acres.

Fire station sites are controlled by accessibility, circulation and density of population. The main station, now centrally located is supplemented by one on the beach. Fire station spacing and equipment is determined by standards of the National Board of Fire Underwriters operating through the office of the Southeastern Underwriters at Atlanta. Thoughts must be directed to space provisions in the westward expansion particularly. It is likely that a minimum of two stations must ultimately be provided in that area.

One of the urgent needs of Delray Beach is an improved means of refuse disposal. Currently refuse - garbage and other waste materials are being disposed by land filling. A comparatively large area in the south part of the area is now being utilized. Needless to say, it is not the most wholesome, and clean place to view. Land is limited in area, the present disposal unsightly and objectionable, therefore a method of

## NEIGHBORHOOD PLAYLOT

AN AREA INTENDED FOR ACTIVE RECREATION FOR PRE-SCHOOL CHILDREN. ITS MAJOR USE IS AS A SUBSTITUTE FOR BACK YARDS WHERE PLAY OPPORTUNITIES ARE RARELY AVAILABLE, SUCH AS IN CONGESTED DISTRICTS AND IN THE APARTMENT DEVELOPMENTS.

THE SIZE OF A PLAYLOT SHOULD BE ABOUT 1,500 TO 2,000 SQUARE FEET. ABOUT THE SIZE OF AN AVERAGE SINGLE FAMILY RESIDENTIAL LOT.

A PLAYLOT SHOULD BE LOCATED ONE TO EACH BLOCK IN CONGESTED AREAS - ONE FOR EVERY 300-700 PEOPLE.



## FACILITIES

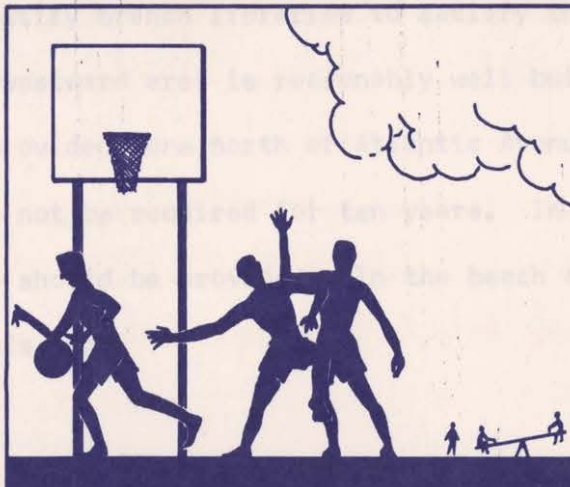
LARGER HOME GROUNDS  
NEARBY CHILDRENS NURSERIES  
PLAYLOTS

## NEIGHBORHOOD PLAYGROUND

AN AREA FOR ACTIVE RECREATION FOR CHILDREN 5 TO 15 YEARS OLD. IT MAY, IN ADDITION, PROVIDE A SMALL AREA FOR THE EXCLUSIVE USE OF PRE-SCHOOL CHILDREN, AND FACILITIES WHICH MAY BE USED UNDER CERTAIN CONDITIONS BY YOUNG PEOPLE AND ADULTS.

THE SIZE OF A PLAYGROUND SHOULD BE 3 TO 7 ACRES. THE SITE SHOULD NOT BE LOCATED ALONG HEAVILY-TRAVELED STREETS OR RAILROADS. CHILDREN SHOULD BE ABLE TO REACH THE SITE WITHOUT BEING EXPOSED TO ANY SPECIAL HAZARDS.

CHILDREN SHOULD NOT BE EXPECTED TO WALK MORE THAN 1/2 MILE TO REACH A PLAYGROUND.



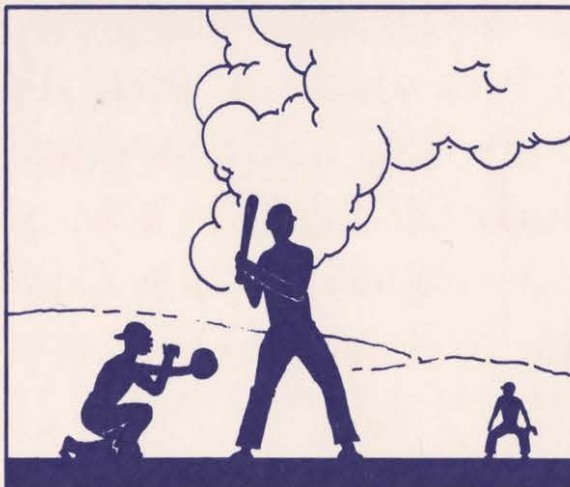
PLAY AREAS IN PARKS  
SWIMMING POOLS  
HOME GROUNDS  
ZOOS  
BOY & GIRL SCOUT CAMPS  
SCHOOL PLAYGROUNDS  
PLAYGROUNDS FOR ATHLETICS  
COMMUNITY CENTERS  
OUTLYING NATURALISTIC PARKS  
MUSEUMS

## NEIGHBORHOOD PLAYFIELD

AN AREA FOR ACTIVE ORGANIZED PLAY FOR OLDER CHILDREN AND ADULTS, AGES 15 AND OVER. A SMALL SECTION SHOULD BE DEVELOPED AS A CHILDRENS PLAY AREA.

THE SIZE OF A PLAYFIELD SHOULD BE 10 TO 30 ACRES.

PLAYFIELDS SHOULD BE LOCATED WITHIN 1/2 TO 1 MILE WALKING DISTANCE FROM EVERY HOME.



## NEIGHBORHOOD PARK

AN AREA FOR PASSIVE RECREATION FOR ALL AGES. A RELATIVELY SMALL NEIGHBORHOOD PARK AREA AND PRIMARILY INTENDED TO PROVIDE AN ATTRACTIVE NEIGHBORHOOD SETTING AND TO AFFORD A PLACE FOR QUIET, PASSIVE RECREATION.



SCENIC DRIVES  
PLAYFIELDS  
SWIMMING POOLS  
NEIGHBORHOOD PARKS  
COMMUNITY CENTERS  
LARGE PARKS  
RESERVATIONS-FOREST PRESERVES  
MUSEUMS & ZOOS  
FISHING & BOATING  
BRIDLE & NATURE TRAILS

disposal by an improved type of high temperature incinerator should be investigated. Jacksonville, Tampa, Orlando and Miami utilize incinerators successfully.

The City has provided a very commodious, conveniently located Central Library. Growth westward and density of population in the beach area will justify branch libraries to satisfy the needs of the people. When the westward area is reasonably well built up, two branch libraries should be provided, one north of Atlantic Avenue and one south, however, these may not be required for ten years. In the meantime bookmobile service should be provided. In the beach area, a branch library is justified at this time.



## SCHOOLS

Although the subject of schools is under the jurisdiction of the Board of Public Instruction, it is one of concern also to the city and its children.

Since the 1961 report, the school attendance records reflect the population increase. Table VII shows the number of schools serving the area, with their average daily attendance records of 1960-61 and 1964-65.

TABLE VII

School Attendance 1960-61 and 1964-65

	<u>Cap</u>	<u>1960-61</u>	<u>1964-65</u>	<u>Increase</u>
Delray Elementary	540	420	537	117
Plumosa	600	580	644	64
Spady (non-white)	1150	1361	1394	33
Delray Beach Junior High	555	599	648	49
Seacrest High School	610	835	1054	219
Carver	---	515	981	466
Hagen Elementary		350	338	

The Swinton Elementary School, although within capacity, is crowded and inadequate. This school should be eliminated. The Plumosa School is exceeding its capacity slightly at this time.

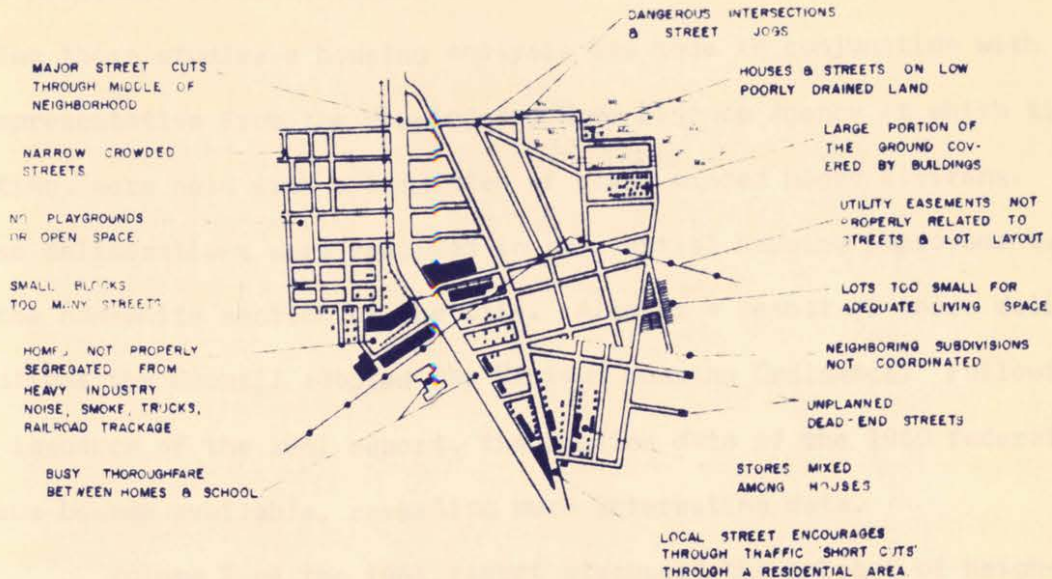
The Spady, non-white school was operating in excess of its rated capacity in 1960-61, a condition that still continues. Some of this load has been shifted to Carver, but notwithstanding, it still exceeds its capacity.

Likewise, the Delray Beach Junior High School exceeded its capacity in 1960-61. The attendance today is higher than in 60-61, consequently conditions of crowdedness are greater than for years ago.

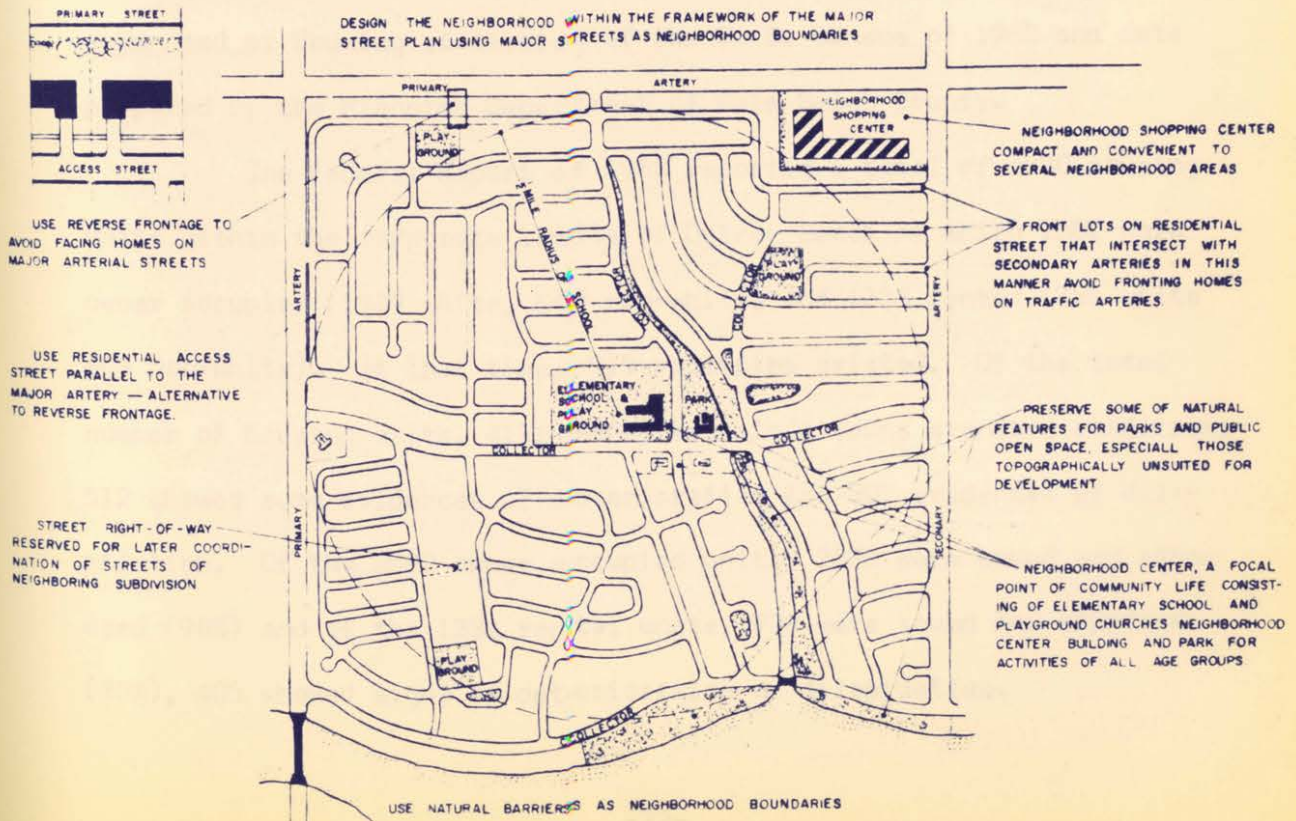
The greatest excess beyond capacity is found at the Seacrest High School where the current attendance is 400 in excess of the school's rated capacity. And similarly, the attendance at Carver exceeds the capacity.

This review of school conditions reveals the necessity of added school facilities that should be anticipated now. One new school is now being erected in the southwest part of the city, north of S. W. 10th Street, between 4th and 5th Avenues.

# POOR ENVIRONMENT



# DESIGNING GOOD NEIGHBORHOODS



## HOUSING-NEIGHBORHOODS

The subject of Neighborhoods and Neighborhood delineation were presented in considerable detail in Volume II of the 1961 report. During those studies a housing analysis was made in conjunction with a representative from the Housing and Home Finance Agency at which time meetings were held with a committee of civic minded negro citizens. These deliberations were resolved in substantial housing improvements in the non-white section of the City. Also as a result of these deliberations the Council adopted the Minimum Housing Ordinance. Following the issuance of the 1961 report, the housing data of the 1960 federal census became available, revealing much interesting data.

Volume 2 of the 1961 report discussed the subject of Neighborhoods, their relative status and the probable trend of development in each. Most of the findings then presented are still valid but now augmented by Housing statistics of the U. S. Census of 1960 and data prepared by the Planning Department of Palm Beach County.

The Federal Report of 1960 reported a total of 4830 housing units within the corporate limits of Delray Beach of which 2582 were owner occupied (1939 white, 643 non-white) and 1333 rented (725 white 608 non-white). At that time, 915 vacancies existed. Of the total number of housing units, 4111 (85%) were in a sound standard condition; 512 showed some evidences of deterioration and 207 evidences of dilapidation. Of the 2582 owner occupied units, 2333 were sound and standard (90%) and of the 1333 rental units, 928 were sound and standard (70%), 405 showed signs of deterioration or dilapidation.



There are comparatively few old housing units in Delray Beach. Of the 2582 owner occupied units, 2343 (91%) have been occupied since 1940.

As stated in the earlier report, Area Number 8 (Figure 6 ) is the site of most of the substandard housing but, since 1960, the improvements made in this area are commendable. The results of the Minimum Housing Code are readily noted as one drives through the area.

In the traffic area zones shown in Figure 1 there were 7436 dwelling units in 1965, of which 5119 or 69 percent were owner occupied. Because the zone boundaries are not coterminous with the corporate limits, the total number of dwelling units is somewhat greater than the census figures of 1960. However, when the results of Building Department records for the years 1960-65 are added, the number of dwelling units within the city as of December 1965 is 6259.

From the foregoing, it is seen that housing conditions in Delray Beach are generally good; the evidences of blight or slum are slight. The neighborhood pattern delineated in 1960 is still valid. In the older central area of the City where many dwellings are still located, rehabilitation measures should be applied to maintain residential stability. Repairs and paint can do much to keep these areas alive. As commercial activities justify expansion into the old residential areas, care must be exercised to see that remaining dwellings do not deteriorate but rather, are maintained.

# COMPREHENSIVE CITY PLAN DELRAY BEACH, FLORIDA

PREPARED BY  
GEORGE W. SIMONS, JR. PLANNING CONSULTANT

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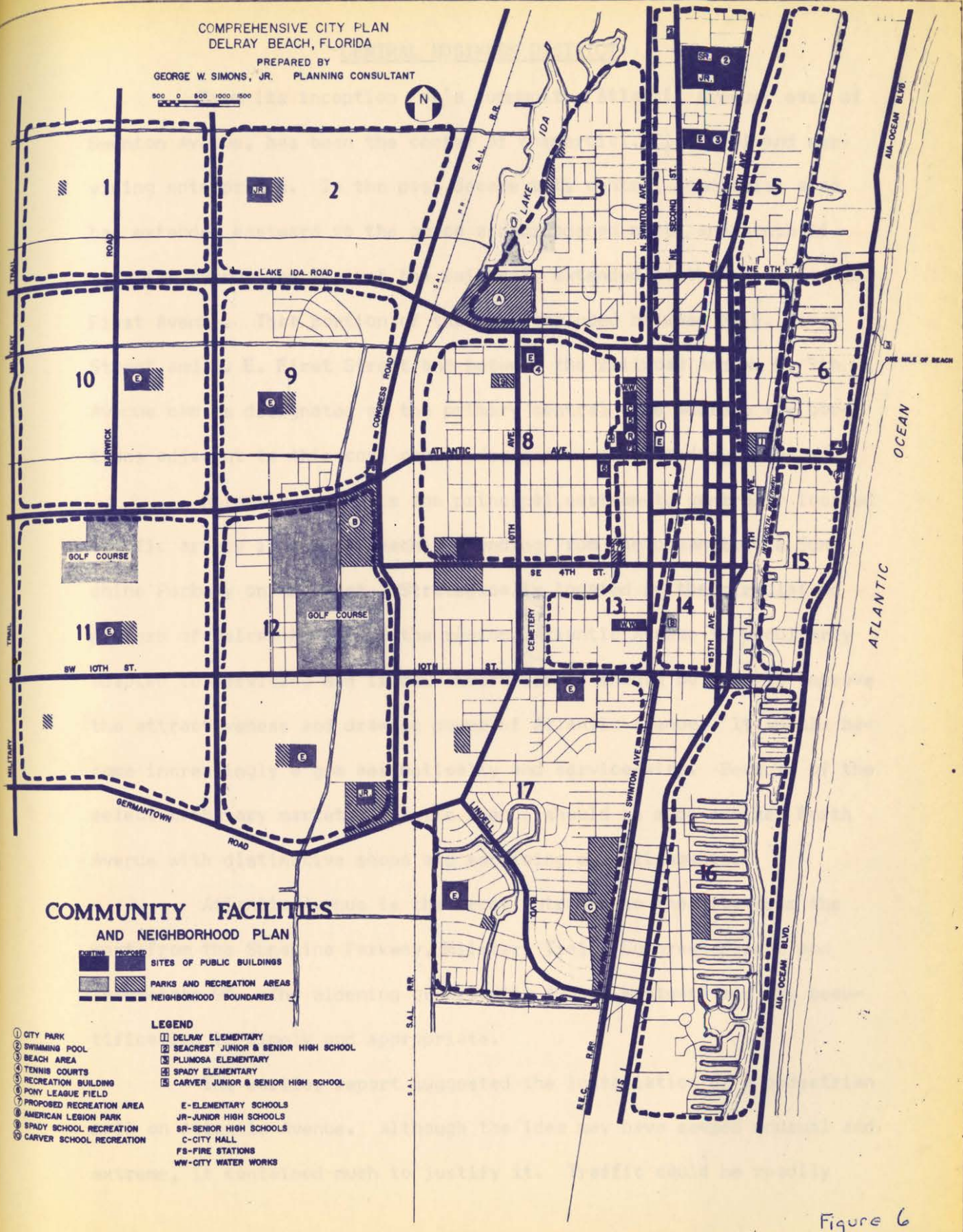


Figure 6



## CENTRAL BUSINESS DISTRICT

From its inception as a community, Atlantic Avenue, east of Swenton Avenue, has been the center of commercial, financial and servicing enterprises. In the past decade this central commercial area has extended eastward to the ocean and broadened north and south of Atlantic Avenue and west of the railroad, extended northward along N.E. First Avenue. That portion of the area included between N. E. First Street and S. E. First Street and between the railroad and N. E. 7th Avenue can be designated as the primary central core whereas the portions adjacent to this core can be designated as secondary areas.

Atlantic Avenue is the principal east-west, centrally located traffic artery in Delray Beach, extending from the ocean to the Sunshine Parkway on the west. Strategically located in the circulation pattern of Delray Beach and the region, Atlantic Avenue is peculiarly adapted to servicing and trade. Every effort should be made to improve the attractiveness and drawing power of Atlantic Avenue. It should become increasingly a gem aesthetically and service-wise. Because of the select tributary market, Atlantic Avenue should be made another Worth Avenue with distinctive shops and servicing establishments.

Atlantic Avenue is the front entrance to the City from the west-from the Sunshine Parkway, Military Trail, Congress Street and Interstate 95. The widening of Atlantic Avenue westward and its beautification is timely and appropriate.

The earlier report suggested the installation of a pedestrian mall on Atlantic Avenue. Although the idea may have seemed unusual and extreme, it contained much to justify it. Traffic could be readily

# DELRAY BEACH, FLORIDA



PREPARED BY  
GEORGE W. SIMONS JR.  
PLANNING CONSULTANT

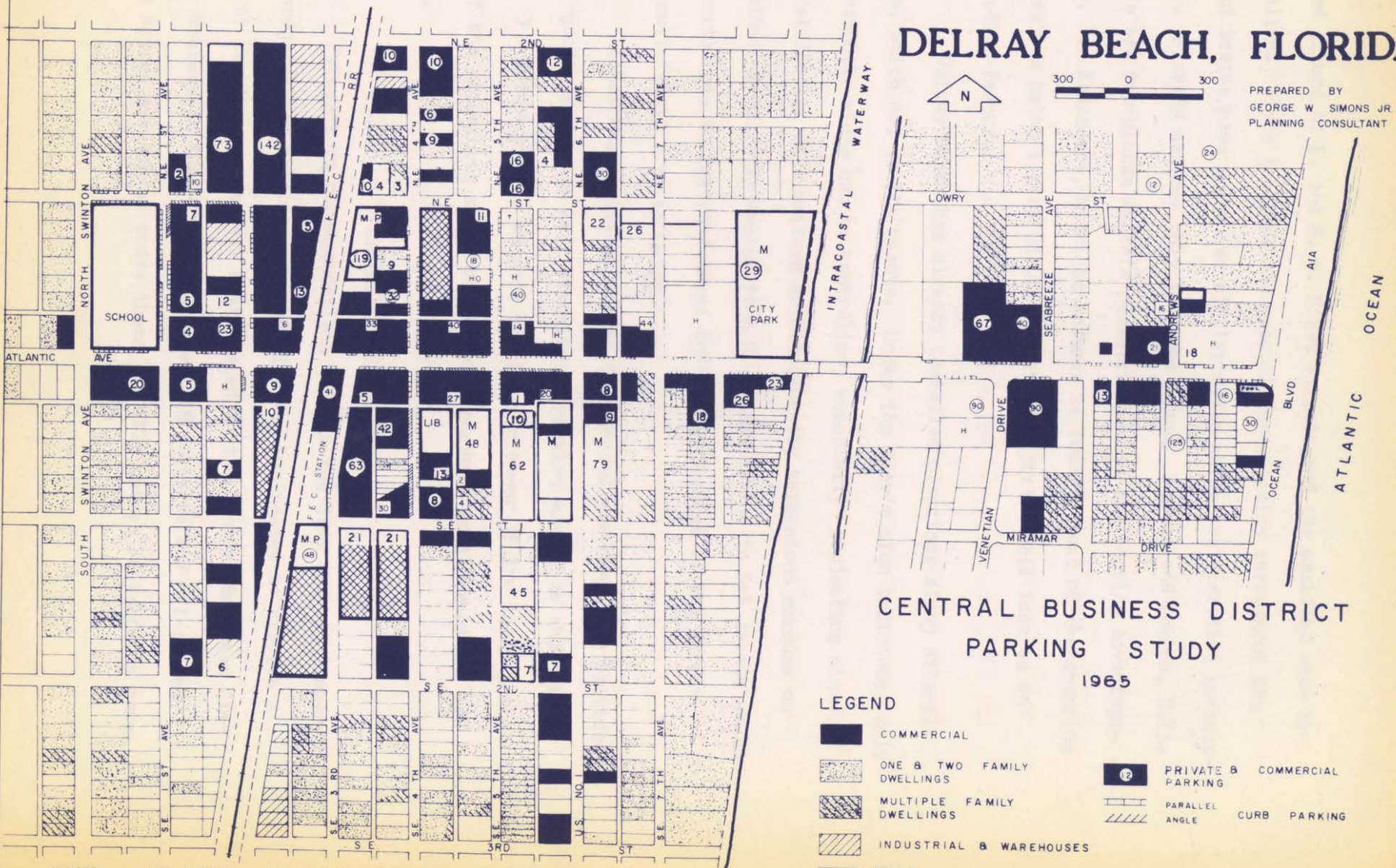


Figure 7



routed around N. E. and S. E. First Streets and the parklike area be installed. Since the idea was proposed many cities throughout the United States have installed similar malls which are operating successfully. Florida has one only in Miami Beach. Fresno and Pomona, California are two places wherein pedestrian malls are serving advantageously. In Kalamazoo, Michigan another is found. Most of the shopping centers now being installed utilize the pedestrian mall idea as an attractive feature.

Delray Beach has already installed plantings along Atlantic Avenue, which add to its beauty. Under the City's sign ordinance, ugly and unsightly signs can be controlled, especially projecting signs. The installation of a uniform architecturally harmonious marquee on both sides of Atlantic Avenue from S. E. 3rd Avenue to 6th Avenue would also contribute to the usefulness and attractiveness of the street. Wired music would also be helpful.

Since the earlier studies, the central area has been provided with a goodly supply of well distributed parking spaces as shown in Figure 7 which greatly enhance the drawing power of the trading area. Many of the structures along the avenue have been embellished and improved.

#### PARKING FACILITIES

Pursuant to recommendations made in the 1961 Report, commendable progress has been made by the City and businesses to provide a supply of parking spaces well distributed in the Central Business District. Whereas in 1960-61, there were 1358 curbside and off-street parking spaces available, today there are 2770 spaces or twice as many.

This supply of parking spaces should satisfy the needs of the Central Business District for a considerable time. As the central commercial area expands however, the City should require each successive improvement to provide parking space and thereby insure a steady supply commensurate with growth.

West of the railroad parking spaces have been provided in the shopping center on N. E. First Avenue and provisions have been made for parking in the proposed shopping center area south of the Post Office.

The critical area for parking, especially for transient parking is the beach area. New apartments and commercial structures erected in the beach area have provided off-street parking facilities for their tenants and clients. Currently, there are 61 public off-street parking spaces and 21 private spaces in the beach area plus 251 curbside spaces.

Although property values are high in the beach section, a piece of land should be acquired for off-street parking on a revenue producing basis. An area to accommodate a minimum of 500 cars should be provided as centrally as it can be located; ground parking could be provided first and subsequently, as the demand for parking grows, a multi-story parking facility could be erected, which would be a self liquidating undertaking.

## ZONING-ADMINISTRATION

Delray Beach has experienced the advantages of zoning for a number of years. Because of the civic mindedness and keen interest exercised by those constituting the membership of the City Council and the Planning and Zoning Board, Delray Beach has had the benefit of one of the most efficiently administered zoning regulations in the state. The two bodies have cooperated with each other effectively, along the way. Both bodies have sought constantly to protect the welfare of the community and its properties. There have been differences of opinion between Board members and between Board and Council on various points but generally these have been resolved beneficially to the community. Through the years of its operation, there has been a minimum of changes or modifications in the plan, one of the best administered in Florida.

Zoning is a legal instrument regulating the use of land to effectuate planning goals. Zoning is not planning but rather, zoning is a tool to motivate planning, predicated principally on existing land uses. Zoning can avoid the incidence of errors frequently found in unzoned communities.

The formulation and adoption of a zoning plan is authorized by the State Legislature through the means of a legislative enabling act which defines the procedure precedent to adoption. A zoning regulation, once adopted, is not the brain-child of any one individual or consultant; it represents instead the composite thinking of the people whose properties are effected. Public hearing records can usually explain the justification of the various classifications.

A thorough study of land uses, subdivision practices, population growth and physical development precedes the preparation of an

existing conditions land use map on which the initial zoning studies are based and from which the initial zoning plan and regulations are drawn. Pursuant to legislation, the map and its accompanying regulations must be presented to and studied by a Zoning Commission which body frequently changes or modifies the zone boundaries or classifications originally delineated. When completed by the Zoning Commission, the map and ordinance have in all probability been changed considerably. By statute, no zoning plan can be adopted until it has been subjected to at least two public hearings, one before the Zoning Commission and one before the City Council. These hearings result in further changes prior to adoption. So, when the plan is finally adopted, it varies from the original preliminary plan. The adopted plan is the people's plan because it reflects their thinking.

Because of the democratic procedure essential to the preparation, refinement and adoption of the Zoning Plan, it often contains some features or provisions still not acceptable to some. Some of the final decisions may appear incongruous and unreasonable. Fortunately, means are available for changing ordinances and maps, by amendment, by variance or by court action. All three avenues of approach are employed. It is easy for one not fully conversant with the methodical mechanics of zoning to become critical of the people's work.

Requests for variations or changes in zoning have always been considered thoroughly by the Planning and Zoning Board after public hearings. During the past year, the Consultant has met on a number of occasions with the Board at their meetings and participated in its hearings. A general review of the zoning plan as now constituted along



with current land uses, shows a minimum need of major changes. There are a few situations that could be considered and possibly changed; some of which are shown on the map (Figure 8 ) accompanying this report.

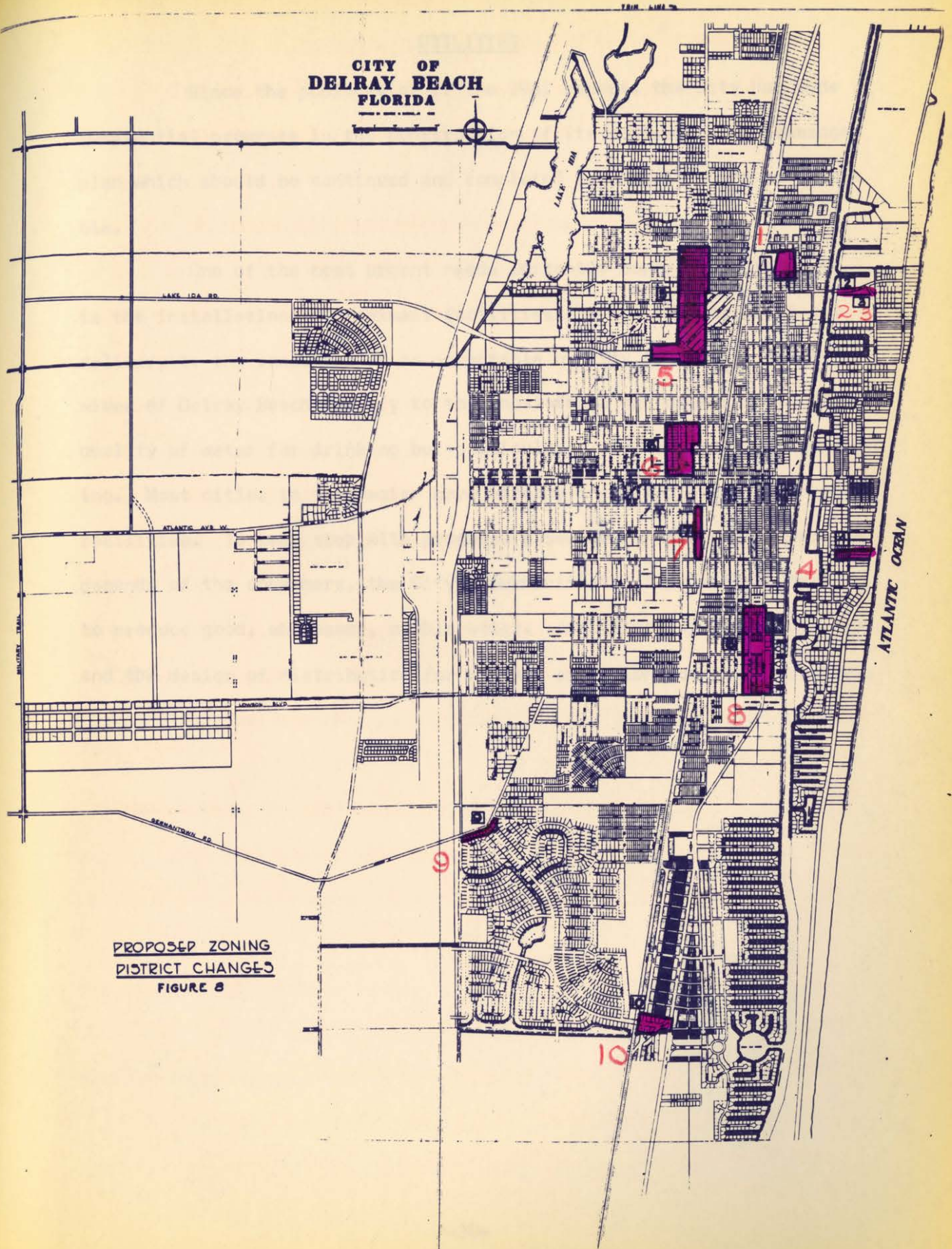
The areas in which existing land uses suggest a change of zoning are:

1. The R-2 district north, N. E. 8th Street could well be changed to R-3 to join the R-3 strip to the east. No development has been made in this area.
2. The C-1 strip on the southside of 8th Street between the waterway and A-1-A is unnecessarily wide. It should be reduced to 200-250 feet.
3. The R-2 and R-3 strips west of A-1-A and south of 8th Street should be eliminated and revert to R-1A.
4. The R-2 and R-1AA districts known as Wheatley's Nassau Park should be converted to R-3.
5. The R-1A District north of N.W. 4th Street and midblock between N.E. 12 and 13 Streets between N. E. 2nd Avenue and Swinton Avenue should be changed to R-2. Land uses in this area have become predominantly R-2 in character.
6. The R-3 District east of the City Hall should be changed to R-2 classification.
7. The strip on the east side of S. E. 1st Avenue from S. E. 1st street to S. E. 3rd Street should be made C-2.
8. The largely underdeveloped area south of S. E. 5th Street to the city limits and extending from lots facing S. E. 5th Street on the west to boundary of R-1AA district on the east could advantageously be changed to R-3. Practically no commercial activity in the area.
9. The C-2 district on the southside Germantown Road should be changed from C-2 to R-2.

CITY OF  
DELRAY BEACH  
FLORIDA

SCALE 1" = 1/4" MILE

PROPOSED ZONING  
DISTRICT CHANGES  
FIGURE 8



## UTILITIES

Since the publication of the 1961 reports the City has made substantial progress in the construction of its comprehensive sewerage plan which should be continued and completed as expeditiously as possible.

One of the most urgent needs currently confronting the City is the installation of treatment facilities for the production of and delivery to the consumers of an acceptable quality of water. Housewives of Delray Beach testify to the unpalatable and unsatisfactory quality of water for drinking but particularly, for cooking and laundering. Most cities in the region have already installed water refinement facilities. To keep step with progress elsewhere in the region and the demands of the consumers, the City should initiate steps without delay to produce good, wholesome, usable water. Additional storage facilities and the design of distribution for western expansion should be provided.



## MAJOR THOROUGHFARE PLAN

The Major Thoroughfare Plan described in Volume 1 of the 1961 Plan provided a system of traffic arteries to distribute and accommodate the increasing volumes of traffic flow circulating through and about the various parts of the City (Figure 9 ). One of the recommendations made during the planning studies and adopted by the State Road Department, resulted in the one way traffic flows on 5th and 6th Avenues and the widening of these two streets. A second improvement, proposed by the Planning and Zoning Board, resulted in the improvement of Atlantic Avenue westerly from Swinton Avenue. A third improvement that has been resolved is Congress Avenue west of the Seaboard. A major improvement now in progress is the extension and construction of Interstate 95 from Jacksonville to Miami.

The Sunshine Parkway toll road, Military Trail, Congress Avenue, Interstate 95, U. S. 1 and State A-1-A provide Delray Beach with good access north and south. Interstate 95 as a free limited access expressway will greatly relieve U. S. 1 now operating on 5th and 6th Avenues. U. S. 1 will ultimately become an intercommunity traffic way for local traffic.

Atlantic Avenue will become, as stated previously, the major highway entrance into Delray Beach from the west. It would be logical for an Interstate 95 Interchange to be established at Atlantic Avenue which would funnel much of the north and south bound traffic into the City via this gateway.

The Lake Ida Road will become increasingly important in the future, into the City via N.E. 4th Street. The right of way of N.E.



# DELRAY BEACH

## LAND USE PLAN

PREPARED BY GEORGE W. SIMONS, JR.

SCALE: 1/8" = 1'

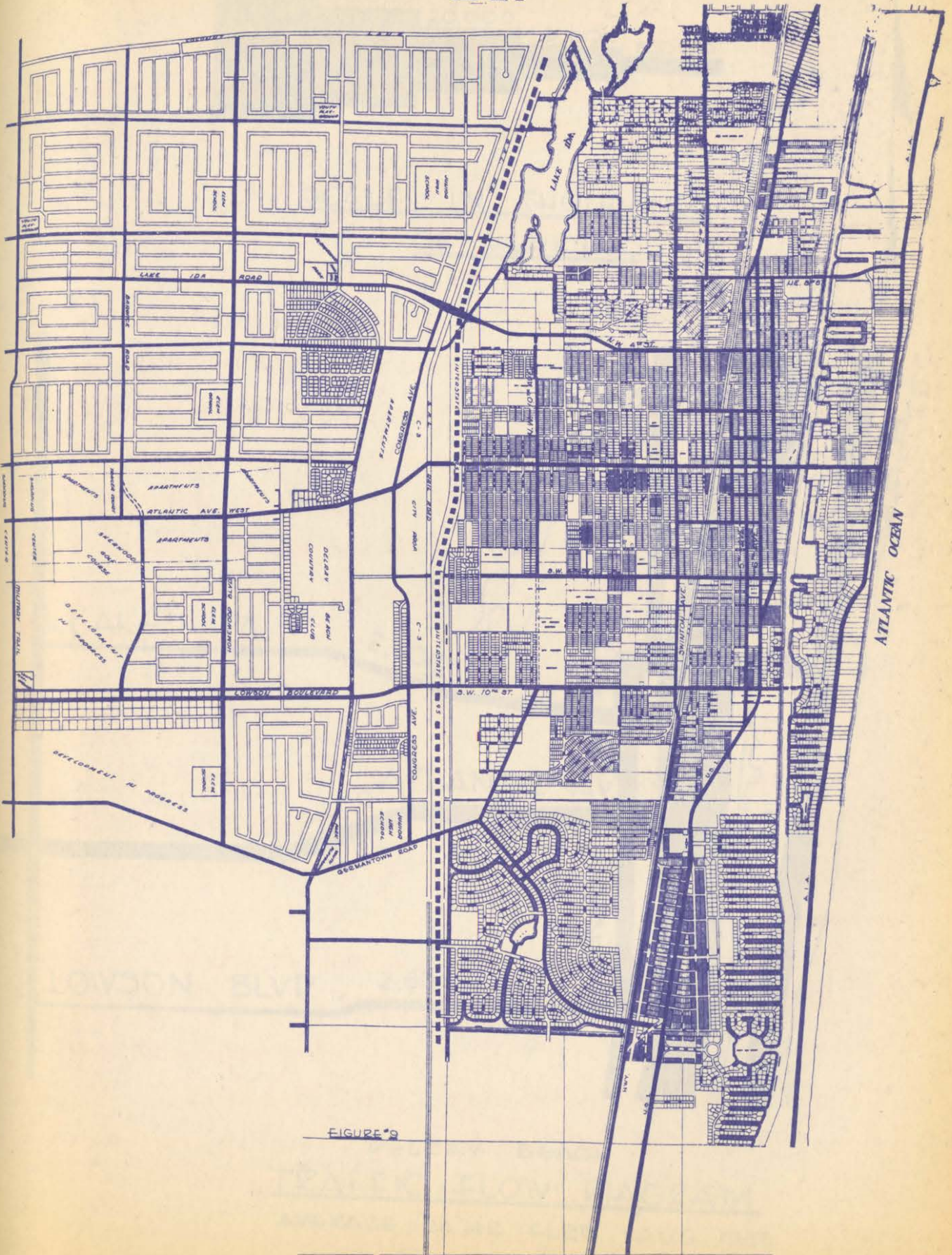
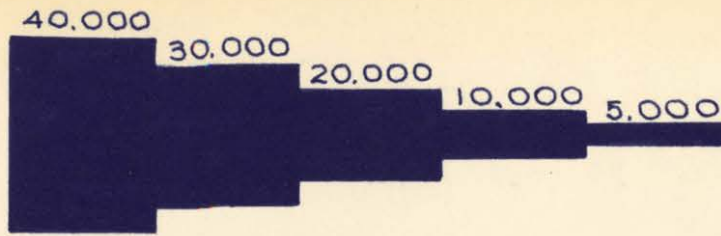
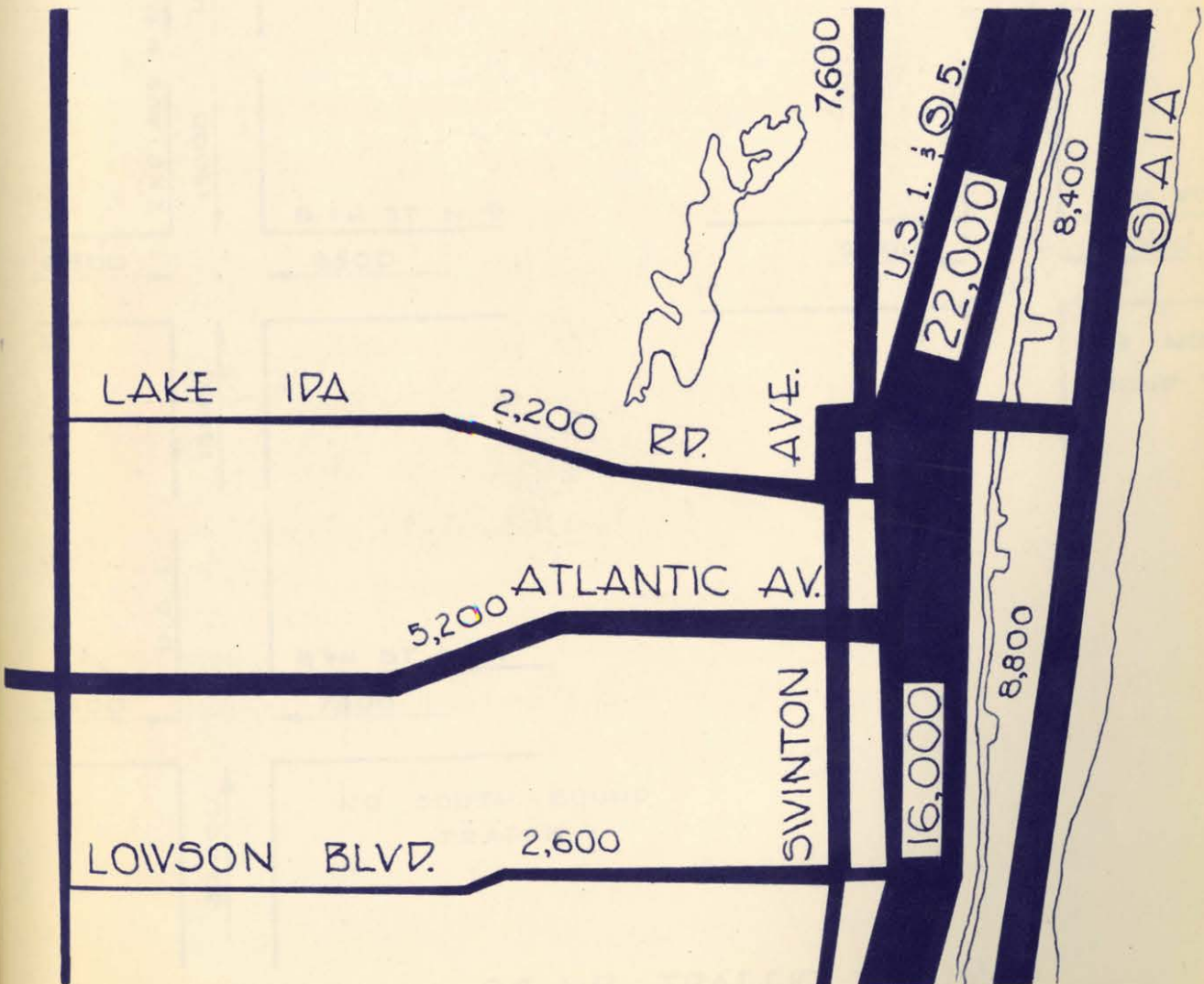


FIGURE 9

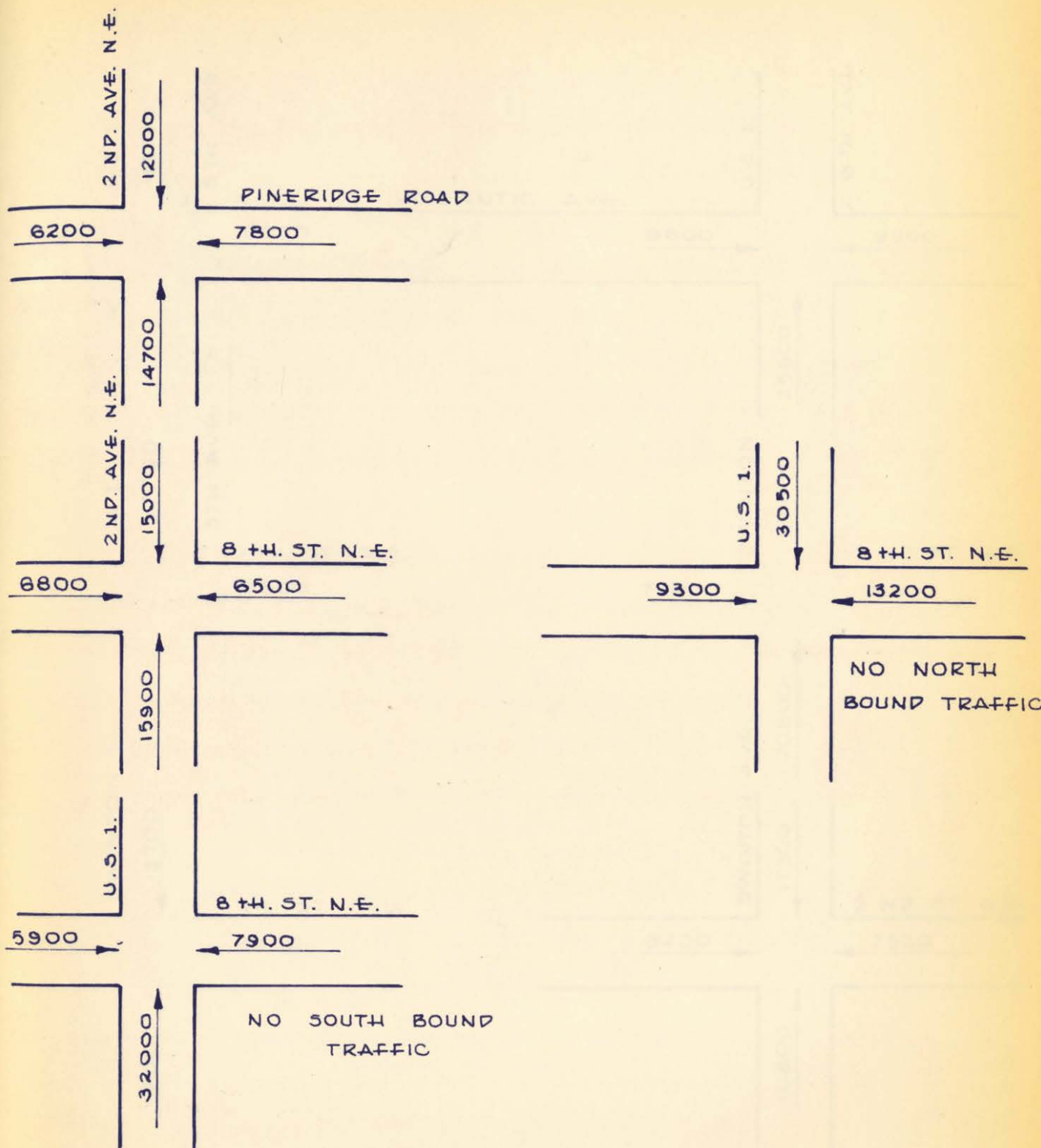




SCALE IN THOUSANDS  
OF VEHICLES

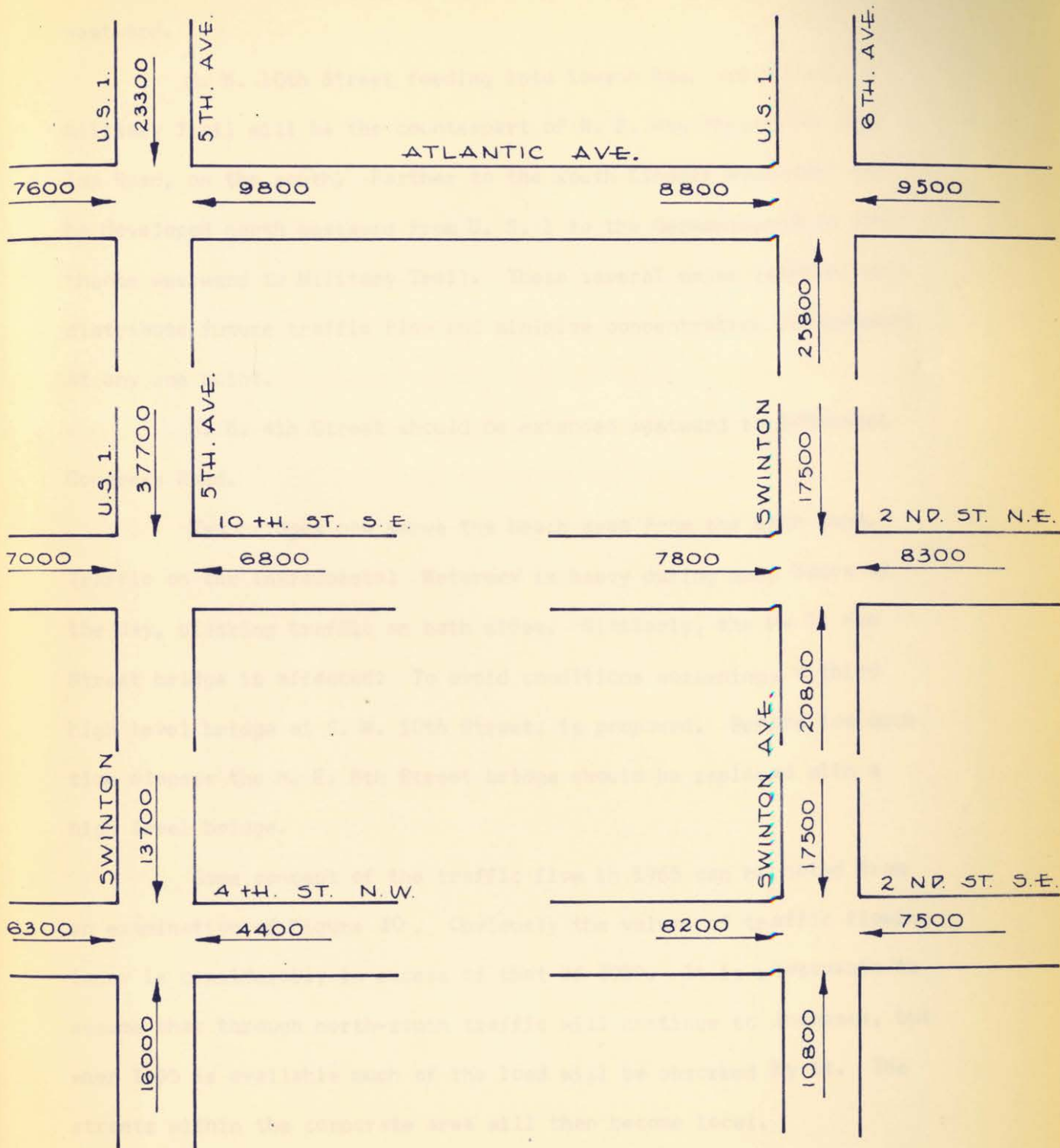


DELRAY BEACH  
TRAFFIC FLOW DIAGRAM  
AVERAGE 24 HR. FLOW, AUG. 1965  
Figure 10



24 HR. TRAFFIC VOLUMES

AUGUST, 1965



24 HR. TRAFFIC VOLUMES

AUGUST, 1965



4th Street should be widened to at least 80 feet from N. E. 6th Street westward.

S. W. 10th Street feeding into Lowson Road and thence to Military Trail will be the counterpart of N. E. 4th Street and Lake Ida Road, on the south. Farther to the south Lindell Boulevard can be developed north westward from U. S. 1 to the Germantown Road and thence westward to Military Trail. These several major arteries will distribute future traffic flow and minimize concentration of movement at any one point.

S. W. 4th Street should be extended westward to intersect Congress Road.

Two bridges now serve the beach area from the main land. Traffic on the Intracoastal Waterway is heavy during many hours of the day, blocking traffic on both sides. Similarly, the N. E. 8th Street bridge is affected. To avoid conditions worsening, a third high level bridge at S. W. 10th Street, is proposed. Before too much time elapses the N. E. 8th Street bridge should be replaced with a high level bridge.

Some concept of the traffic flow in 1965 can be noted from an examination of Figure 10. Obviously the volume of traffic flowing today is considerably in excess of that of 1959. It is reasonable to assume that through north-south traffic will continue to increase, but when I-95 is available much of the load will be absorbed by it. The streets within the corporate area will then become local.

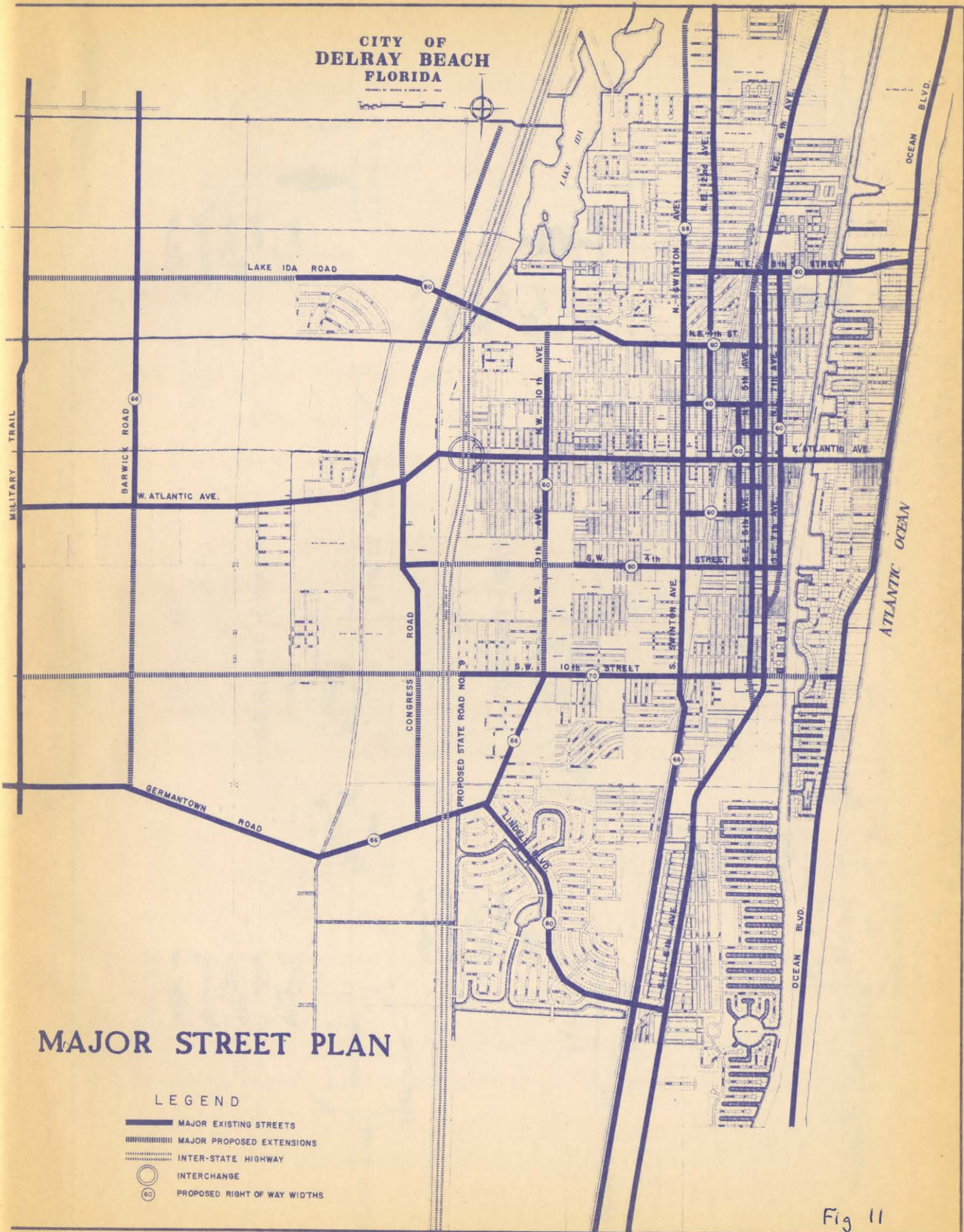
In the westward expansion, Barwick Road should be extended southward through Forest Drive, to Germantown Road. Another northside

highway should be located midway between the Barwick Road and Congress Avenue, extending from the north to the south limits. With these additions, the western area will be well supplied with a good basic framework.

The volume of traffic flowing into and through Delray Beach will more than double in the next decade, perhaps sooner. Arteries to accommodate through north-south movements will be considerably augmented by the addition of Interstate 95. The inner city flows should not be too confused by north-south traffic. To prevent Atlantic Avenue from becoming too congested in the future it would not be amiss to create an inner circumferential belt around the central core by utilizing N.E. 1st and S.E. 1st Streets and Swinton Avenue. N. E. 2nd Avenue northward should be used more for local traffic destined to Boynton Beach and thereby relieve U.S. 1. S. W. 10th Avenue should be extended southward into the German-town Road at S. W. 10th Street which should become one of the principal east-west arteries south of Atlantic Avenue. The major framework as indicated in Figure 11 will serve to distribute the traffic load evenly.

# CITY OF DELRAY BEACH FLORIDA

PREPARED BY GEORGE W. BROWN, JR. 1954

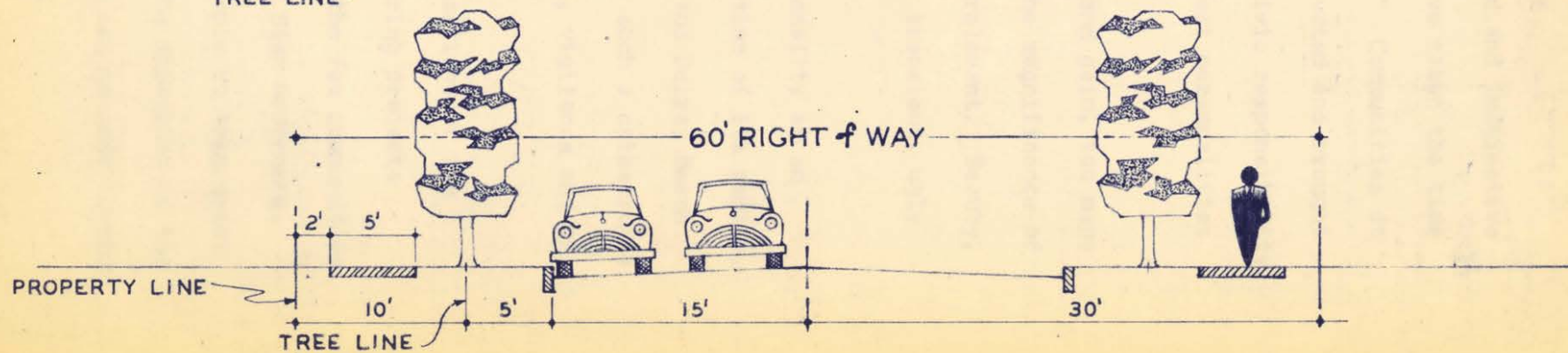
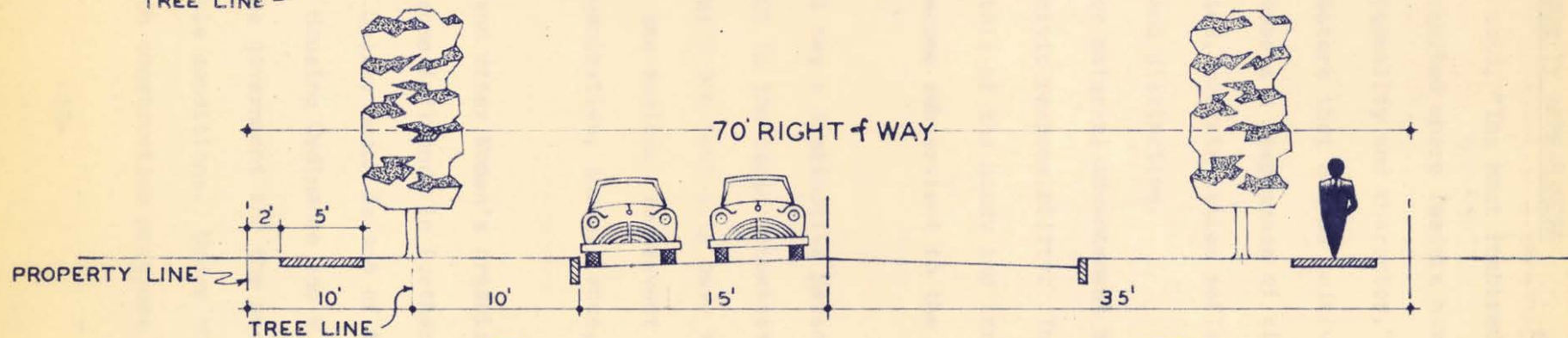
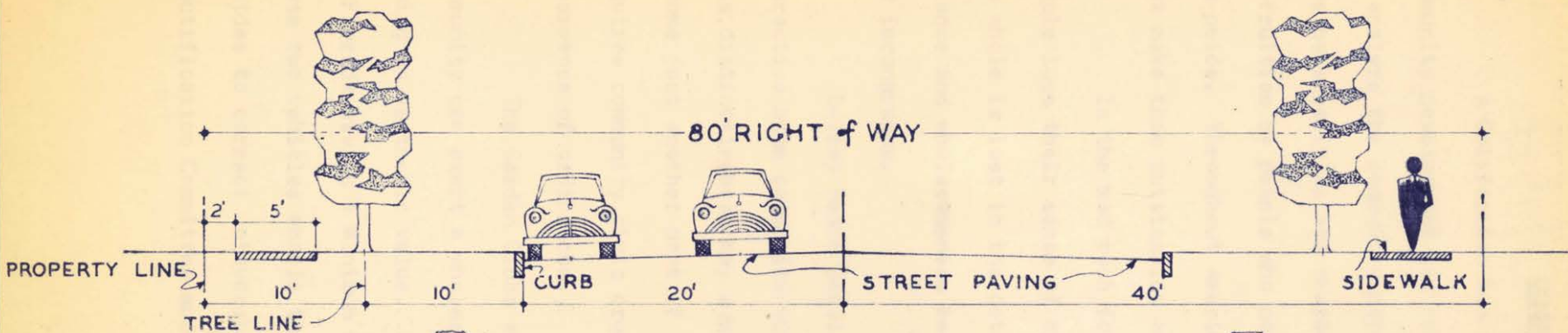


## MAJOR STREET PLAN

### LEGEND

- MAJOR EXISTING STREETS
- MAJOR PROPOSED EXTENSIONS
- INTER-STATE HIGHWAY
- INTERCHANGE
- PROPOSED RIGHT OF WAY WIDTHS





"RIGHT OF WAY AND PAVING WIDTHS"



### COMMUNITY APPEARANCES

A Californian has said, "The most inspired and imaginative community development has resulted where leaders have taken the time to analyze the community personality and character." Communities do have personalities and characters that can be cultivated and brought to fruition by people who possess a deep sense of civic responsibility and pride. Throughout America, certain cities reflect personalities that make them outstanding and distinctive.

In the mad rush for material advancement and gain, too many people lose their sense of civic responsibility. The magnificence of the whole is lost in the detail of the gaudy and irrelevant. Beauty, balance and wholesomeness become subservient to the transient, ugly and incongruous.

Delray Beach still has a distinctive personality as an attractive home community but in the rapid urbanization of its region, this distinctiveness may easily and fast slip away and Delray Beach become just another part of the region. To prevent such a catastrophe requires community civic organization, surveillance, vigilance and an observance of ordinances.

The Garden Clubs and other Women's organizations of the community can exert a wholesome influence in furthering projects having an aesthetic value. Delray Beach is one of the few communities in Florida having a Minimum Housing Ordinance and a Sign Ordinance. These two vehicles enable the government and the people to make great strides to correct unfavorable conditions. Under the direction of the Beautification Committee much constructive progress can be made toward

controlling ugly situations, especially billboards.

Active, alert, citizenship interest stimulated by the various civic groups can continue Delray Beach as an outstanding gem in the growing region of which it is a part.

## SUMMARY

Land Uses: The existing land uses pattern has been brought up to date and reflected on a map. Generally speaking, the picture of 1965 is relatively the same as that of 1961. It shows, however, the results of expansion and new developments.

Major Street Plan: The Major Street Plan shown in the 1961 Report is still valid; however, as the growth process continues in the western area, additional traffic arteries must be provided there. The improvement made by the State in widening 5th and 6th Avenues and converting them into a one-way pair to expedite U.S. 1 traffic movement, has been of great value. The improvement now being concluded in the westerly portion of Atlantic Avenue will be of immeasurable value. Too much emphasis cannot be directed to the importance of this new entrance to the City from the west. The completion of Congress Avenue, west of the Seaboard, will add another desirable entrance from the northern part of the County. Interstate 95, occupying the right of way of State Road 9, east of the Seaboard, will provide a new major route from the north comparable to the Sunshine Parkway and Military Trail. The region to the west will therefore be served adequately by two major highways from the north, supplemented by Military Trail, Congress Avenue, U.S. 1 and A-1-A.

The highway plan to service the interior portions of western expansion will require careful consideration as land subdivision proceeds to provide a smooth, safe movement of traffic. The Lake Ida Road is now a major traffic artery through the northern portion of the City via 4th Street N.W. to Military Trail. At the northern limits of the City pro-

jected westerly from Gulf Stream Boulevard another highway should be built to Military Trail. South of Atlantic Avenue, S. W. 10th Street extends through to Lowson Boulevard and thence to Military Trail. These various east west highways should provide the western expansion with well spaced feeder arteries. Barwick Road, from north to south, should be extended southward through a reverse curve into Forest Drive and thence to Lowson Boulevard and the Germantown Road.

Parking Facilities: Traffic movements and Parking are complementary. Where traffic generators are concentrated an adequate supply of parking facilities must be provided. The city council and private enterprise together have made commendable progress in providing parking facilities in the past five years. Currently within the central core of the commercial area there is a good supply of parking spaces. Even in the peak of the season, it is possible to find a place to park. The area that still requires more parking space is the beach area. Private facilities at apartments and office and commercial buildings and dwellings are adequate but facilities for transient visitors to the beach are not plentiful and some consideration should be given to this need.

Central Business District: The Delray Beach area has three concentrated commercial areas, (1) the Central Business District located on both sides of Atlantic Avenue between Swinton Street and the Intracoastal Waterway, (2) the Beach area on both sides of Atlantic Avenue between the Intracoastal Waterway and the Ocean and (3) the market area on both sides of N.E. 2nd Street, north of Atlantic Avenue. The major central area is that between the railroad and the Intracoastal, which is the site of shops, restaurants, drug stores, men's and ladies to wear



stores and professional offices principally. The area on the beach is devoted to shops and offices and select goods stores principally and the area on N.E. 2nd Street is primarily a staple goods area. In addition to these concentrated areas, strip businesses of assorted kinds are found along U. S. 1, Swinton and Atlantic Avenue west. The commercial potential of Delray Beach is affected substantially by the proximity of the commercial facilities of West Palm Beach, Fort Lauderdale and Miami. To date, no large shopping center has invaded the Delray Beach area. One of the major problems of the City will be to maintain the character and prestige of its central commercial district.

Parks and Recreation: One of the principal park and recreation located around Lake Ida, has been both enlarged and greatly improved in the past five years. Much of this improvement is due to the County. This is a well located area and its improvement by beautification and otherwise should be continued.

The City Park is small and as advised in the earlier report, should be enlarged. A club house or shelter of some suitable kind should be erected in this park for the use primarily of senior citizens. Currently, there are no facilities available despite the fact that this age group is increasing in number. The City has provided attractive entrances but in the southerly portion of the City there is further room for recreational facilities.

Although a recreation facility has been provided in the City Hall complex, it is not suitable for lectures, symphonies and other musical features. A centrally located auditorium should be established in Delray Beach to satisfy the educational cultural requirements of the

community. Many attractions that now serve West Palm Beach and Miami could be staged profitably in Delray Beach with the proper facilities available. In such a public facilities provisions could be added for an art museum or gallery.

In the future development of Delray Beach a demand will appear for facilities of varying kinds, to entertain the people, especially those of a transient nature who are here for a short time.

Utilities: The City has made commendable progress with its sanitary sewerage program which should be brought to completion as speedily as possible. Unfortunately nothing has yet been done to refine the quality of water. Women testify that the water is injurious in laundry and otherwise. Priority should be extended to this urgent need without delay.

City Planning Administration: Delray Beach has been exceedingly fortunate in the calibre of personnel on the Planning and Zoning Board. Through the years this Board of outstanding citizens have given unselfishly of their talents and time to the welfare of the City. They have been constantly alert to the needs of their dynamic community. The various City Administrations, in collaboration with the Planning and Zoning Board are also to be commended for the fine civic attitude they have taken on matters relating to Planning and Zoning. Because of the fine spirit of cooperation there have been fewer zoning changes in Delray than are found in many other places. The government has been conscious of the zoning requirements.

The City Council have adopted ordinances and codes to provide the tools of building. The City has Building, Electrical, Plumbing Codes

Minimum Housing Code, Subdivision Regulations and Sign Ordinances.

Within the past recent months, the City Council has employed a Planner to act also as Building Inspector, which will enable the City to maintain Planning as a continuing operation.

Attractiveness and Aesthetics: As a component part of the region consisting of many communities, it behooves Delray Beach to maintain its "distinctivuality." As an attractive community it can become the outstanding gem in the crown. Especially should be subject of attractiveness appeal to the developers of the western expansion and also to those people who will rehabilitate older properties to minimize the invasion of blight. By civic pride the beauty of the City can be maintained.

## CAPITAL IMPROVEMENT PROGRAM

The Capital Improvement Program included in the Report of 1961 projected the various improvements through a period of fifteen or more years. Progress has been made on several of the improvements such as sewerage but much yet remains to be done. The program of 1961 extended through 1970. Similarly some work has been done on Storm Drainage. The sewerage and drainage provisions of the program are still effective with no change. The program set up for Water Works improvements needs no change. Projects for streets, sidewalks, public structures, fire stations, park and recreation facilities are still in order with little or no change. Under Parks and Recreation, provisions should be included for the Senior Citizens' Shelter at the City park.



